The Hongkong Telegraph.

(ESTABLISHED 1881.)

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$36 PER ANNUM. SINGLE COPY, 10 CENTS.

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....$15,000,000
RESERVE FUNDS:—
Sterling
£1,500,000 at 2/-=$15,000,000
Silver $15,502,000
—$30,502,000
RESERVE LIABILITY OF PROPRIETORS.$15,000,000

COURT OF DIRECTORS:
G. Bailoch, Esq.—Chairman.
Robert Shewan, Esq.—Deputy Chairman.
F. H. Armstrong, Esq. | S. A. Levy, Esq.
J. W. Bandow, Esq. | F. Lieb, Esq.
Hon. Mr. Henry Keswick | G. H. Medhurst, Esq.
O. R. Lemmann, Esq. | M. Ewallim, Esq.
H. A. Siebs, Esq.

CHIEF MANAGER:
Hongkong—J. R. M. SMITH
MANAGER
Shanghai—H. E. R. HUNTER.
LONDON BANKERS—LONDON COUNTY AND WESTMINSTER BANK, LIMITED.
HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per Cent. per Annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 2½ per Cent. per Annum.
For 6 months, 3½ per Cent. per Annum.
For 12 months, 4 per Cent. per Annum.
J. R. M. SMITH,
Chief Manager.
Hongkong, 7th May, 1910. [20

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE.—LONDON.

PAID-UP CAPITAL.....£1,200,000
RESERVE FUND.....£1,600,000
RESERVE LIABILITIES OF PROPRIETORS.....£1,200,000

INTEREST ALLOWED on CURRENT ACCOUNT at the Rate of 2 per Cent. per annum on the Daily Balances.
On Fixed Deposits for 12 months, 4 per cent.
" " " 6 " —3½ "
" " " 3 " —2½ "
WM. DICKSON,
Manager.
Hongkong, 26th April, 1910. [22

YOKOHAMA SPECIE BANK LIMITED.

CAPITAL PAID-UP.....Yen 24,000,000
RESERVE FUNDS.....„ 16,250,000

Head Office—YOKOHAMA.

Branches and Agencies.

TOKIO.	HANKOW.
KOBE.	TIENTSIN.
OSAKA.	PEKIN.
NAGASAKI	NEWCHWANG.
LONDON.	DALNY.
LYONS.	PORT ARTHUR.
NEW YORK.	ANTUNG.
SAN FRANCISCO	LIOYANG.
HONOLULU.	MUKDEN.
BOMBAY.	TIE-LING.
SHANGHAI.	CHANG-CHUN.

HONGKONG:—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent. per Annum on the Daily Balance
On fixed deposit:—
For 12 months.....4 % p.a.
" 6 " .....3½ "
" 3 " .....2½ "
TAKEO TAKAMICHI,
Manager.
Hongkong, 12th March, 1910. [18

DEUTSCH ASIATISCHE BANK.

CAPITAL FULLY PAID-UP...Sh. Taels 7,500,000

HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS: BERLIN.

Branches:

Berlin	Calcutta	Hamburg	Hankow
Kobe	Peking	Singapore	Tientsin
Tsinanfu	Tsingtau	Yokohama	

FOUNDED BY THE FOLLOWING BANKS AND BANKERS:

Koenigliche Seehandlung (Preussische Staatsbank) — Berlin
Direction der Disconto-Gesellschaft — Berlin
Deutsche Bank — Berlin
S. Bleichroeder — Berlin
Berliner Handels-Gesellschaft — Berlin
Bank fuer Handel und Industrie — Berlin
Robert Warschauer & Co. — Berlin
Mendelssohn & Co. — Berlin
M. A. von Rothschild & Soehne — Frankfurt a/M.
Jacob S. H. Stern — Frankfurt a/M.
Norddeutsche Bank in Hamburg, Hamburg.
Sal. Oppenheim jr. & Co., Koeln.
Bayerische Hypotheken und Wechselbank, München.

LONDON BANKERS:
MESSRS. N. M. ROTHSCHILD & SONS.
THE UNION OF LONDON AND SMITH'S BANK, LIMITED.
DEUTSCHE BANK (BERLIN), LONDON AGENCY
DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

J. KULLMANN,
Acting Manager.
Hongkong, 3rd March, 1910. [21

Banks

HONGKONG SAVINGS BANK

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application

INTEREST on deposits is allowed at 3½ PER CENT. per annum.

Depositors may transfer at their option balances of $100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
J. R. M. SMITH,
Chief Manager.
Hongkong, 12th January, 1907. [21

INTERNATIONAL BANKING CORPORATION.

CAPITAL PAID UP .....GOLD $3,250,000 —ABOUT MEX $7,222,222
RESERVE FUND .....GOLD $3,250,000 —ABOUT MEX $7,222,222

HEAD OFFICE:
60 WALL STREET, NEW YORK.

LONDON OFFICE:
THREADNEEDLE HOUSE, E.C.

LONDON BANKERS:
BANK OF ENGLAND.
NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED.
THE CAPITAL AND COUNTIES BANK, LTD

BRANCHES AND AGENTS ALL OVER THE WORLD.

THE Corporation transacts every Description of Banking and Exchange Business, receives Money in Current Account at the rate of 2% per annum on daily balances and allows Fixed Deposits at the following rates:—
For 12 months 4% per cent. per annum.
6 " 3 " " "
3 " 2 " " "

No 9, Queen's Road Central,
Hongkong.
N. S. MARSHALL,
Manager.
Hongkong, 30th April, 1910. [19

Insurance

CHINA MUTUAL LIFE INSURANCE CO., LD., OF SHANGHAI.

DIRECTORS AND OFFICERS:
Alexander McLeod, Esq., Chairman.
G. Stepharius, Esq.
Lee Yung Su, Esq.
J. H. McMichael, Esq.
O. R. Burkill, Esq.
J. A. Wattie, Esq., Manager Director.
A. J. Hughes, Esq., Secretary.
S. B. Neill, F.I.A., Actuary

A STRONG British Corporation Registered under Hongkong Ordinances and under Life Assurance Companies' Acts, England.

Laburance in Force	$34,054,152.00
Assets	7,114,490.08
Income for Year	3,073,834.81
Total Security to Policyholders	7,885,852.53

LEFFERTS KNOX, Esq., District Manager, H. W. TAPE, Esq., District Secretary. } Hongkong, Canton, Macao and the Philippines.
ALEXANDRA BUILDING, HONGKONG.
Hongkong, 1st December, 1909. [810

PEAK TRAMWAYS COMPANY LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m.
7.30 a.m. to 10.00 a.m. ...Every 10 minutes
10.00 a.m. to 11.00 a.m. ...Every 15 minutes
11.30 a.m. to 12.45 p.m. ...Every 15 minutes
12.45 p.m. to 1.15 p.m. ...Every 10 minutes.
1.15 p.m. to 1.45 p.m. ...Every 15 minutes
1.45 p.m. to 2.15 p.m. ...Every 10 minutes.
2.15 p.m. to 3.00 p.m. ...Every 15 minutes.
3.30 p.m. to 5.00 p.m. ...Every 15 minutes.
5.00 p.m. to 8.00 p.m. ...Every 10 minutes.

NIGHT CARS.

8.45 p.m. and 9 p.m., 9.45 p.m. to 11.15 p.m. every half hour.

SUNDAYS.

8.00 a.m. to 9.00 a.m. ...Every 15 minutes.
9.00 a.m. to 9.30 a.m. ...Every 30 minutes.
9.30 a.m. to 10.30 a.m. ...Every 15 minutes.
10.30 a.m. to 11.00 a.m. ...Every 10 minutes.
11.45 a.m. to 12.00 noon...Every 15 minutes.
12.00 Noon to 1.00 p.m. ...Every 10 minutes.
1.00 p.m. to 5.00 p.m. ...Every 15 minutes.
5.00 p.m. to 6.00 p.m. ...Every 10 minutes.
6.00 p.m. to 7.00 p.m. ...Every 15 minutes.
7.00 p.m. to 8.00 p.m. ...Every 10 minutes.

NIGHT CARS as on Week Days.

SATURDAYS.

Extra cars at 3.15 p.m., 11.30 p.m. and 11.45 p.m.

SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDINGS, Des Vœux Road Central.

JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 1st April, 1909 [37

Mails.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

WILL despatch VESSELS to the Undermentioned PORTS on or about the DATES named:—

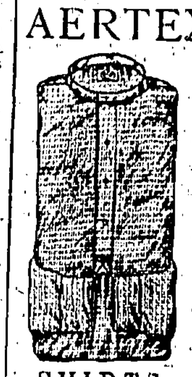
FOR	STEAMERS	TO SAIL ON	REMARKS
SHANGHAI	ASSAYE, Capt. Owen Jones	Noon, 26th May	Freight and Passage.
LONDON, &c., via usual Ports	DEVANHA, Capt. H. Powell	Noon, 28th May	*See Special Advertisement.*
STRAITS, COLOMBO, PORT SAID, MARSEILLES and LONDON	PALAWAN, Capt. C. R. Lungden, R.N.R.	About 1st June	Freight and Passage.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	MALTA, Capt. G. M. Montford, R.N.R.	About 2nd June	Freight and Passage.

For Further Particulars, apply to
E. A. HEWETT,
Superintendent.
P. & O. S. N. Co.'s Office,
Hongkong, 23rd May, 1910. [4

Intimations.

LANE, CRAWFORD & CO.

AERTEX CELLULAR CLOTHING



THIS LABEL ON

ALL GARMENTS

SHIRTS
TO CUFFS
$3.25 each

SHIRTS
LINEN CUFFS
$5.00 each

VESTS $2.00 each AND DRAWERS $3.00 per pair

PYJAMAS
$5.00 and $6.00 per Suit.

TENNIS SHIRTS
$3.50 each.

LANE, CRAWFORD & CO. [31

Pommery and Greno CHAMPAGNE

In Magnums, Quarts and Pints.

Telephone No. 75.

SOLE AGENTS:
CALDBECK, MACGREGOR & CO.,
Wine & Spirit Merchants.
Hongkong, 23rd May, 1910. [35

Hotels.

LADY PIANIST at the BELLE VIEW HOTEL,
SHAUKIWAN ROAD,
Telephone No. 907.

Iced Drinks, Best Brands of Liquors will be served at Tables on the Lawn or Verandahs.

Lady Pianist will play the piano at the above Hotel during afternoon and evening hours every day commencing from 30th April.

Meals a la Carte at all hours.

ALL CORDIALLY INVITED.
W. WINCH, Manager.
Hongkong, 19th May, 1910. [36

HOTEL CRAIGIEBURN.

PLEASANT'S CAP, the PEAK, near PEAK TRAM TERMINUS Tel. 51.

For Terms, &c., apply to the
MANAGER.
Hongkong, 1st January, 1910

Shipping—Steamers

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF
THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

HONGKONG TO CANTON:	CANTON TO HONGKONG:	HONGKONG TO CANTON:	CANTON TO HONGKONG
MONDAY, 23rd May.		THURSDAY, 26th May.	
8.00 A.M. HEUNGSHAN	8.00 A.M. HONAM	8.00 A.M. HONAM	8.00 A.M. HEUNGSHAN
10.00 P.M. KINSHAN	5.15 P.M. FATSHAN	10.00 P.M. FATSHAN	5.15 P.M. KINSHAN
TUESDAY, 24th May.		FRIDAY, 27th May.	
8.00 A.M. HONAM	8.00 A.M. HEUNGSHAN	8.00 A.M. HEUNGSHAN	8.00 A.M. HONAM
10.00 P.M. FATSHAN	5.15 P.M. KINSHAN	10.00 P.M. KINSHAN	5.15 P.M. FATSHAN
WEDNESDAY, 25th May.		SATURDAY, 28th May.	
8.00 A.M. HEUNGSHAN	8.00 A.M. HONAM	8.00 A.M. HONAM	8.00 A.M. HEUNGSHAN
10.00 P.M. KINSHAN	5.15 P.M. FATSHAN		5.15 P.M. KINSHAN
		SUNDAY, 29th May.	
		10.00 P.M. FATSHAN	

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to the Superior Saloon and Cabin Accommodation. Lighted throughout by electricity. Electric Fan in each Cabin.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "SUI-TAI" 1,265 Tons and "SUI-AN" 1,265 Tons.

Departures from Hongkong to Macao on week days at 8 A.M. and at 2 P.M. from the Company's Wing Lok Street Wharf.
Departures from Macao to Hongkong on week days at 7.30 A.M. and at 2 P.M.

EXCURSION TO MACAO.

On SUNDAY, the 29th MAY, 1910.
The Company's Steamship
"HEUNGSHAN,"
will depart from the COMPANY'S CANTON STEAMERS WHARF at 9 A.M.
Departure from Macao at 4 P.M.
Excursion Rates as usual.
A Military Band under Bandmaster Coke will play during the trip.
N.B.—There will be no morning steamer from Macao or afternoon steamer from Hongkong on the above date.
Further Particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.

S.S. "HOI SANG," 457 Tons
Departures from MACAO to CANTON on Monday, Wednesday and Friday, at 9 P.M.
Departures from CANTON to MACAO on Tuesday, Thursday and Saturday, at 5 P.M.

JOINT SERVICE OF
HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 Tons, and "NANNING," 569 Tons.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. Passengers can return to Hongkong or Vice Versa by the Companies' direct steamers "Lintan" and "Sanui." These vessels have Superior Cabin Accommodation and are lighted throughout by electricity. Electric Fan in each cabin.

Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.,
HOTEL MANSIONS, (FIRST FLOOR),
opposite the Blake Pier. [5

Hotels.

HONGKONG HOTEL

FIRST CLASS AND UP-TO-DATE.

Hongkong, 5th February, 1909. A. F. DAVIES, Manager. [25

ASTOR HOUSE

(LATE CONNAUGHT HOTEL.)
QUEEN'S ROAD, HONGKONG.

CENTRALLY situated, up-to-date Hotel. Recently renovated, and under entirely New Management. Large and Comfortable Rooms, Excellent Cuisine under the supervision of an Experienced FRENCH CHEF, and separate Tables, Hot and Cold Baths, Electric Light throughout. Terms moderate, First Class accommodation for Families and Tourists.

Under Personal Supervision of
L. GAMEAU, Proprietor. N. BEUMENTHAL, Manager.
Telephone, 170 Telegrams "Astor." [24

REMINGTON TYPEWRITERS

LATEST MODELS, VISIBLE WRITING, &c.
ALWAYS IN STOCK.

Ribbons, Carbon and other requisites. Repairs undertaken; also Contracts for keeping in order.

SOLE AGENTS: SIEMSSEN & CO.

Hongkong, 2nd May, 1910. [16

Mails.

NORDDEUTSCHER LLOYD.

BREMEN.

TO

IMPERIAL GERMAN MAIL LINES

FOR	STEAMERS	TO SAIL
YOKOHAMA and KOBE	"PRINZ SIGISMUND" ..... Capt. D. Lenz	About MONDAY, 30th May.
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN	"DERFFLINGER" ..... F. Prosch	WEDNESDAY, 1st June, Noon.
SHANGHAI, TSINGTAU, NAGASAKI, KOBE and YOKOHAMA	"YORCK" ..... Capt. J. Randermann	About WEDNESDAY, 1st June.
MANILA, YAP, NEWGUINEA, BRISBANE, SYDNEY & MELBOURNE	"PRINZ SIGISMUND" ..... Capt. D. Lenz	SATURDAY, 18th June, Daylight

For further Particulars, apply to

NORDDEUTSCHER LLOYD,

MELCHERS & CO.,

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 21st May, 1910. [7

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO and FROM EUROPE via SUEZ CANAL.

TO and FROM JAPAN via SHANGHAI.

FOR	STEAMERS	CAPTAINS	TO SAIL ON
SHANGHAI, KOBE, YOKOHAMA...	ARMAND BEHIC ...	Guiounet ...	6th June, P.M.
MARSEILLES, VIA PORTS	TOURANE	Lancelin.....	7th June, at 1 P.M.
SHANGHAI, KOBE, YOKOHAMA ...	TONKIN...	Charbonnel..	20th June, P.M.
MARSEILLES, VIA PORTS	..... YARRA	Ristorcelli ...	21st June, at 1 P.M.

Transhipment on the Co.'s Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea.

Through Tickets to London via Paris from £27.10 up to £71.10. 20 hours' railway from Marseilles to London.

Interpreters meet passengers at their arrival in Marseilles.

For further particulars, apply to

P. THOMAS,

AGENT,

QUEEN'S BUILDINGS.

Hongkong, 25th May, 1910. [10

Intimations.

EYES RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,

CORNER OF D'AGUILAR STREET AND QUEEN'S ROAD.

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.

Ask, or write, for Illustrated Booklet on "Defective Sight,"—free.

LONDON,	CALCUTTA,	SHANGHAI,
John Street, Bedford Row, W.C.	59, Bentinck Street	566, Nanking Road.

Warehouses, 4th March, 1910 [36

VETARZO BRAIN AND NERVE FOOD.

This remarkable compound, the result of the latest developments and achievements of modern chemistry, pharmacology, and therapeutics, is without equal in all cases of defective nerve power, whether induced by worry, over-work, unhealthy climate, dissipation, excess, youthful imprudence, or other influences incidental to the wear and tear and haste or overstrain of modern life. Sleeplessness, tn nblings, palpitation, nervous dyspepsia, low spirits, mental and bodily prostration, muscular and local weakness, general and nervous debility, faulty nutrition, premature decay or deficiency of the vital forces, impaired vitality, harassing dreams, night disturbances, sudden startings, dimness of sight, defective hearing, loss of memory, inability to perform the various duties of life, or to enjoy its pleasures, restlessness that can settle to nothing, irritability of temper, female complaints, hysteria, painful periods, backache, bearing down sensations, nervous headache, wasting disease, night sweats, and all other places of brain and nerve exhaustion, *are successfully* combated by this highly scientific preparation. Bracing up the system generally, it gives tone to the exhausted nerves, arrests all weakening wasting discharges, invigorates, &c., restores the failing energies, and imparts new life and vigour to what had so recently seemed worn out, "used up," and valueless.

VETARZO BLOOD MEDICINE.

Never before was there anything like it, nor can its marvellous properties ever be equalled in all cases of poorness, impurity, or other imperfection of the blood from whatever cause arising. No sooner is it imbibed into the system than it permeates and penetrates to the minutest capillaries, overcoming and expelling the virus of disease, wherescever and in whatsoever form met with; removing all blotches, pimples, scurf, scurvy, scrofulous and glandular swellings, discolorations, youngness and unsightly patches, &c. Its effects are almost magical in the treatment of gout, rheumatism, sciatica, lumbago, pains and swellings of the joints, discharges, secondary symptoms, eczema, leprosy, venereals, bad legs, bad breasts, abscesses, ulcers, sores, goitre or Derbyshire neck, it improves the general health, and quickly removes long-standing bronchitis, asthma, and hacking, straining, spasmodic cough, too often the precursor of consumption.

CAUTION.—Ask for "VETARZO Brain and Nerve Food," or "VETARZO Blood Medicine," whichever is required, and see that you get them, as unprincipled vendors often try to palm off inferior preparations (usually their own manufacture), for the sake of extra profit. Price in England, 2/9. Every genuine bottle of these medicines bears the British Government stamp with the words "VETARZO REMEDIES" impressed thereon, in white letters on a red ground, by direction of His Majesty's Hon. Commissioners. Registered Trade Mark "VETARZO." Legal proceedings will be taken against persons pirating.

COMMON SENSE IN A NUTSHELL.—A new medical work on the causes and most scientific and effectual means of self-cure ever discovered for nervous exhaustion, depression of spirits, want of zest and energy, &c., with practical observations on marriage and full directions for removing certain disqualifications that destroy the happiness of wedded life. It also treats on urinary derangements, secondary symptoms, stricture, &c., and no sufferer should fail to procure a copy. Post free in plain envelope on receipt of Postal Order Sixpence, from the Veterzo Ammunyo Co., Gospel Oak, London, or of Agents for above medicines. Price 10 cents Post Free.

Agents for India:—TREACHER AND CO., LTD., BOMBAY, BYCULLA, and POONA.

Intimation.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.	No. 2 DOCK.	NO. 3 DOCK. IN COURSE OF CONSTRUCTION.
Docking Length .....515 ft.	Docking Length.....376 ft.	Docking Length.....481 ft.
Width of Entrance . 80 ,,	Width of Entrance... 50 ,,	Width of Entrance... 63 ,,
Water on Blocks ..... 28 ,,	Water on Blocks ... 26 ,,	Water on Blocks..... 21.5 ,,

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Owners is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always on hand, (plates, angles and tail shafts all being tested by Lloyds' surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 40 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

A large mooring basin is available alongside our own works for mooring vessels whilst under repairs.

Telephone:-Nos. 376, 506, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt.

Liebers, Scotts, A. 1, and Watkins.

Yokohama, April 28th, 1903. [52

For Sale.

FOR SALE

Steam launches, Steel lighters, Wooden lighters, Steam Cranes (travelling and stationary), Steam hoists, Lidgerwood steam pile driver, Diving pump and dress, Hand grabs, Capstan, Hand winches, Driving pulley, Bolts and Nuts, Hook bolts, Clutch bolts, Barrel bolts, Galvanized spikes, Pile shoes, Chain hoists, Iron and Brass screws, Differdange piles, Rolled Steel joists, Steel channels, Corrugated iron roofing, Roofing washers, Angle iron, Cast iron columns (suitable for building construction), Whitewashing machines, Canvas sewing machine, Patent Fire escape, "Well's" light, "Kitson" light, Acetylene lamps, Hand pump, Theodolite and levelling staff, Roneo duplicator, Comptometer, Telescope (on tripod), Office desks and cupboards.

Apply to

GEO. P. LAMMERT.

Hongkong, 3rd May, 1910. [343

FOR SALE

AT

GRACA & CO.

27, DES VŒUX ROAD.

ASIATIC POSTAGE STAMPS

and

VIEW POST CARDS.

Stamps in Sets, Packets, Bags and Single.

Assortment of Stamps and Post Card Albums.

Postage Stamps Catalogues for 1910.

Stock Books, Duplicate Pocket Books, Transparent Envelopes.

Tweezers, Magnifying Glasses, Perforation Gauges.

Novels. Books for parlour and household use. Toy Books for Children.

Prayer Books Religious Pictures Pendants Medals, Statuettes, Flower Seeds.

Relief Scraps and Scrap Albums.

MANILA CIGAR AND CIGARETTES.

&c., &c., &c.

Inspection invited.

Hongkong, 12th January, 1910. [51

LEE YEE

HAIR DRESSING SALOON

HAS ALWAYS ON HAND

CIGARS, CIGARETTES

AND

TOILET REQUISITES

FOR SALE,

18, D'AGUILAR STREET,

HONGKONG.

Hongkong, 3rd September, 1907. [19

To Let.

TO LET.

25,000 SQUARE FEET of LAND at Kowloon (K. M. L. 51), with 100 feet Sea Frontage and right to build a Pier, suitable for Coal and or Timber Storage.

For particulars, apply to—

L. M. ALVARES,

49, Wyndham Street.

Hongkong, 6th May, 1910. [356

TO LET.

DARTMOOR, No. 13, CONDUIT ROAD.

A HOUSE in CLIFTON GARDENS and OFFICES, 16, DES VŒUX ROAD CENTRAL.

GODOWNS, PRAYA EAST, formerly occupied by M. B. K.

OFFICES, No. 2, CONNAUGHT ROAD, 3rd Floor.

A HOUSE in WONG-NEI-CHONG ROAD.

A HOUSE in RIPON TERRACE.

OFFICES in YORK BUILDING, No. 10, DES VŒUX ROAD CENTRAL, 1st Floor.

SEMI-EUROPEAN FLATS, Praya East corner of Observation Place. The Trams stops at the door.

Also NEW EUROPEAN FLATS adjoining the new Seaman's Institute, Praya East.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 27th April, 1910. [5

TO LET.

IN No. 5, QUEEN'S ROAD CENTRAL, Victoria Building, Rooms suitable for Offices.

FIRST FLOOR of No. 4, DES VŒUX ROAD recently vacated by Institution of Engineers and Shipbuilders.

ONE GODOWN in MASONS LANE.

Apply to—

DAVID SASSOON & Co., LD.

Hongkong, 4th April, 1910. [63

TO LET.

GODOWN, No. 4, PRAYA, Kennedy Town.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 22nd October, 1909. [62

TO LET

NO. 3, CANTON VILLAS, Kowloon.

Apply to—

THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD.

Hongkong, 24th February, 1910 [204

TO LET.

GODOWN No. 62, DUDDELL STREET

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD

Hongkong, 1st June, 1909. [61

NOTICE.

MR. LI HON FAN, a Chinese graduate versed in literature, has been a teacher to European officials and merchants in this Colony for over ten years.

He had a good method of training Europeans to pass in the Chinese examination, and is possessed of a first rate certificate as a Chinese teacher. He has also a good knowledge of Mandarin.

Those who intend learning the Chinese language are requested to write care of *Hongkong Telegraph* office or direct to 37, Hollywood Road, 2nd floor.

Hongkong, 3rd January, 1910. [71

HONEYMOON DRAWBACKS.

SOME SENSIBLE ADVICE TO THOSE ABOUT TO GET MARRIED.

Ladies contemplating the blissful state could not do better than buy Mrs. Cloudesley Brereton's instructive book, entitled "The Mother's Companion," just published by Messrs. Mills and Boon, of Whitcomb-st.

Mrs. Brereton is frank and fearless in her advice. She does not attempt to paint the lily but says a lot of downright things in a downright manner. The home, she says, is still too much an uncharted sea to the majority of those who embark upon the ocean of matrimony, and this little book attempts to give a bird's-eye view of the briar-patch of problems that await the youthful housewife.

MATRIMONIAL AXIOMS.

It is for the modern mother, she says, more than any other woman to prove that modern education has not unsexed women; but that, on the contrary, everything which can enlarge her mind or develop her body tends to make her, for the man she marries, a better wife, mother, home-maker, business woman, and life partner.

Here are one or two scraps of wisdom:

The great thing in married life is to think out pros and cons, to make a balance-sheet, and strike a balance.

How many a woman would take a happier view of life if she realised that her husband was a real asset and her children a most precious investment!

Marriage is too often considered exclusively from the point of view of sentiment or expediency; and then it is upon some more potent factor, formerly utterly disregarded, that it breaks down or proves less happy than it might have been.

Marriage to-day is becoming more and more of the nature of a partnership.

A girl who thinks only of the romance of marriage will grasp at the shadow and miss the substance.

DOWN ON HONEYMOONS.

Mrs. Brereton is down upon honeymoons. It would be more than a boon in many cases (she says) if the conventional honeymoon could be dispensed with, or at least largely curtailed. It is an artificial beginning to married life, in which the things which are really going to count later on are obscured and thrust into the background by the false standard of living and luxury to which the young couple abandon themselves during what ought to be a probationary period. "No wonder their simple home-coming, to what perhaps is only a cottage or a flat, after their luxurious stay in expensive hotels, with earning and economising instead of spending and tipping, seems to both wife and husband rather in the nature of coming down to earth with a thud."

The book is crammed with sensible advice to young mothers and wives on every possible subject. Married life is here shown plainly to be not all roses. Husbands are apt to be blind to the monotony of the average wife's days and weeks, when she feels at times "like a dog chained up." Mrs. Brereton has many good tips for these selfish husbands as well as consolation for their wives. In fine, her book is invaluable, because it is written with the best possible object—to help young couples venturing out together for life, rather than to preach "goody-goody" to them.

Notice of Firm.

NOTICE.

CHINA COMMERCIAL TRADING COMPANY, Merchants and Commission Agents, have this day been established at No. 13, QUEEN'S ROAD CENTRAL, 2nd Floor.

Dated the 3rd May, 1910.

LO YUK KEE,

Manager.

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Intimations.

FRENCH STORE.

NOTICE.

We beg to inform our numerous customers and the public in general that we have been appointed Agent for the "CREME SIMON" and all Simon's Produces for Toilet Requisites, Perfumery, Powder, Soap, etc.

INSPECTION SOLICITED.

Hongkong, 21st January, 1910. [47

OSMAN & CASUM,

13 & 3, D'AGUILAR STREET.

JUST UNPACKED

Ladies' Trimmed and Untrimmed

HATS, RIBBONS, FLOWERS & FEATHERS.

MUSLIN and FIGURED VOILES.

LACE and EMBROIDERIES a speciality.

TABLE LINENS, SERVIETTES and HOUSEHOLD LINENS.

Samples on application.

Coast Port Orders carefully executed

Hongkong, 6th September, 1909. [45

WEATHER FORECAST AND STORM-WARNINGS ISSUED FROM THE HONGKONG OBSERVATORY.

METEOROLOGICAL SIGNALS.

Meteorological signals are hoisted on the mast in front of the Water Police Station at Tsim Sha Tsui for the information of masters of vessels leaving the port. They do not necessarily imply that bad weather is expected here:—

Signal No.

1. A CONE point upwards — Indicates a Typhoon to the North of the Colony.

2. A CONE point upwards and DRUM below — Indicates a Typhoon to the North-East of the Colony.

3. A DRUM — Indicates a Typhoon to the East of the Colony.

4. A CONE point downwards and DRUM below — Indicates a Typhoon to the South-East of the Colony.

5. A CONE point downwards — Indicates a Typhoon to the South of the Colony.

6. A CONE point downwards and BALL below — Indicates a Typhoon to the South-West of the Colony.

7. A BALL — Indicates a Typhoon to the West, of the Colony.

8. A CONE point upwards and BALL below — Indicates a Typhoon to the North-West of the Colony.

Red Signals indicate that the centre is believed to be more than 300 miles away from the Colony.

Black Signal. Indicate that the centre is believed to be less than 300 miles away from the Colony.

The above signals will, as heretofore, be hoisted only when typhoons exist in such positions or are moving in such directions that information regarding them is considered to be of importance to the Colony or to shipping leaving the harbour.

These signals are repeated at the Harbour Office, H.M.S. *Tamar*, Green Island Signal Mast, and the Flagstaff on the premises of the Hongkong and Kowloon Wharf and Godown Company at Kowloon.

URGENT SIGNAL.

In addition to the above, when it is expected that the wind may increase to full typhoon force at any moment, the following Urgent Signal will be made at the Water Police Station, and repeated at the Harbour Office:—

THREE EXPLOSIVE BOMBS, AT INTERVALS OF TEN SECONDS.

A Black Cross will be hoisted at the same time, superior to the other shapes.

NIGHT SIGNALS.

The following Night Signals will be exhibited from the Flagstaff on the roof of the Water Police Station at Kowloon, the Harbour Office Flagstaff, and H.M.S. *Tamar*.

I. Three Lights Vertical, Green Green Green, indicates that a typhoon is believed to be situated more than 300 miles from the Colony.

II. Three Lights Vertical, Green Red Green, indicates that a typhoon is believed to be situated less than 300 miles from the Colony.

III. Three Lights Vertical, Red Green Red, indicates that the wind may be expected to increase to full typhoon force at any moment.

No. III. Signal will be accompanied by the Explosive Bombs, as above, in the event of the information conveyed by this signal being first published by night.

These Night Signals will be substituted for the Day Signals at sunset, and will, when necessary, be altered during the night.

SUPPLEMENTARY WARNINGS.

For the benefit of Native Craft and passing Ocean Vessels, a Cone will be exhibited at each of the following stations during the time that any of the above Day-Signals are hoisted in the Harbour.

Gap Rock.	Aberdeen,
Waglan,	Nan Ki Wan,
Stanley,	Sai Kung,
Cape Collinson.	Sha Tau Kok.
	Tai Po.

This will indicate that there is a depression somewhere in the China Sea, and that a Storm Warning is hoisted in the Harbour.

Further details can always be given to Ocean Vessels, on demand, by signal, from the flag houses.

F. C. Fenn,

Director.

Intimation.

Powell's

28, QUEEN'S ROAD.

GENT'S . . .

HELMETS .

FINE QUALITY

- INDIAN PITH -

Covered English Felt

in White and Grey.

FEATHER-WEIGHT.

THE

"SINGAPORE"

made of Rubber, covered white affords splendid protection.

THE

"SHIKAR"

Cork and Gossomer in white with puggaree.

A SMART AND USEFUL HAT.

"PIGSTICKER"

in Khaki Silk Alpaca.

A reliable helme for those continually exposed to the sun.

BEST QUALITY

GOODS ONLY.

WM. POWELL, LTD.

28, Queen's Road.

Hongkong, 9th May, 1910. [90

Auctions.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by
PUBLIC AUCTION,
FOR ACCOUNT OF THE CONCERNED,
TO-MORROW,
the 27th May, 1910, at 11 A.M., at the China Navigation Company, Ltd. Godown, Praya, West Point,
MISCELLANEOUS GOODS,
Comprising:—
PEPPER, DRY GINGER, BEETLE-NUT, WHITE LEAD POWDER, FLOUR, WHITE—and BROWN SUGAR, RICE, BUTTONS, CHINESE MEDICINES, BLANKETS, YARN, UMBRELLAS, GUM, PAPER, &c.
More or less damaged by salt water ex S.S. "KWEIYANG."
TERMS:—As usual.
HUGHES & HOUGH,
Auctioneers.
Hongkong, 25th May, 1910. [395

PUBLIC AUCTION.

THE Undersigned have received instructions from The Official Administrator, to sell by
PUBLIC AUCTION,
For Account of the Estate of the late Mr. THOMAS ISAAC ROSE,
TO-MORROW,
the 27th May, 1910, at 2 P.M., at "Goolistan," Conduit Road,
THE WHOLE OF HIS
VALUABLE HOUSEHOLD FURNITURE
THEREIN CONTAINED,
Comprising:—
CHIPPINDALE SOFA and CHAIRS, TEAKWOOD SIDEBOARDS with BEVELLED GLASS, TEAKWOOD DINING TABLE and CHAIRS, MOROCCO-COVERED EASY CHAIRS, Double BRASS BEDSTEADS with WIRE and HAIR MATTRESSES, DRESSING TABLES with BEVELLED GLASS, TEAKWOOD WARDROBES with BEVELLED GLASS, OVERMANTELS, WASHSTANDS, CANTON CARVED BLACKWOOD BOOKCASE, CURIO STANDS, MARBLE-TOP BLACKWOOD FLOWER STANDS, ENGRAVINGS, a Quantity of JAPANESE and CHINESE CURIOS, AXMINSTER CARPETS, GLASS, CROCKERY and K.P. WARE, LACQUERED TEA BOYS, SILK-EMBROIDERED SCREENS, ELECTRIC FANS and ELECTRIC LAMPS, &c., &c.;
ALSO
ONE COTTAGE PIANO by Haake, Hannover;
AND
A Large Quantity of PLANTS in POTS.
Catalogues will be issued.
TERMS:—As usual.
HUGHES & HOUGH,
Government Auctioneers.
Hongkong, 21st May, 1910. [382

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by
PUBLIC AUCTION,
FOR ACCOUNT OF THE CONCERNED,
ON
SATURDAY,
the 28th May, 1910, at 11 A.M., at their Sales Rooms, No. 8, Des Vœux Road, corner of Ice House Street,
The following Salved ex S.S. "TAISHAN":—
3 CLOCKS, 2 PATENT LOGS, 1 PATENT SOUNDING MACHINE, 1 FLAG, 2 COMPASSES, 1 MERCURIAL BAROMETER, 1 TELESCOPE, 1 RULER, 1 SIGNAL BOOK, 1 SAILING DIRECTION BOOK;
ALSO
1 TYPHOON BAROMETER, 1 WIND INDICATOR, 3 CHRONOMETERS,
AND
One NEW METAL BAND SAW and NEW EMERY DRILL CYLINDERS.
Catalogues may be had on application.
TERMS:—As usual.
HUGHES & HOUGH,
Auctioneers.
Hongkong, 24th May, 1910. [391

Intimations

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net $5.50 per Cask ex Factory.
In Bags of 250 lbs. net $3.45 per Bag ex Factory.
SHEWAN TOMES & CO.,
General Managers.
Hongkong, 11th August, 1908.

FURNITURE WAREHOUSE

LI KWONG LOONG & CO.,
利 光 廠 具 傢

CABINET-MAKERS AND ART DECORATORS, from Shanghai, has re-opened their FURNITURE STORE at
No. 39, DES VŒUX ROAD CENTRAL.
The only Shop in Hongkong with this name

WHERE HIGH-CLASS FURNITURE of every description can be made to order in any design required.

Have been patronised by the Hongkong Club, Hongkong Hotel, Telegraph Co., Messrs. A. S. Watson & Co., Firms and other Trading Establishments in the Colony, to whom reference can be made as to the Superior Workmanship and Materials of the Furniture, &c., supplied.

Messrs. A. S. Watson & Co., Ltd., write as follows:—
"We have pleasure in stating that Mr. LI KWONG LOONG furnished the Annexe to our Dispensary and gave us every satisfaction."
(Sd.) A. S. WATSON & CO.
25th May, 1891.

ORDERS punctually attended to, and CHARGES most moderate.

AN INSPECTION INVITED.

Hongkong, 7th August, 1908.

THE RUBBER TRADE.

I.—"THE TREE OF LIFE AND DEATH."

BY H. M. TOMLINSON.

The visitor from Europe, on his arrival in the Amazons, keeps reminding himself that he has some inquiries to make about the rubber industry. He thinks, in that great world, that he may lose sight of this narrow but interesting subject.

But he need give himself no concern. Unless he is careful, he will hear of little else. Whether he puts his elementary questions or not, rubber will force itself on his attention, and stay with him while he is in the country. A fellow traveller of mine there once ardently wished he was on the Congo, for a change.

The newspapers of Para and Manaos devote columns daily to the question, often signed by experts. It is normally the principal subject of conversation on the river steamers, because most of the passengers are in the rubber business, and the cargo of the craft will be theirs. The rubber country is of astonishing extent, with all its points connected by an intricate system of river courses. From Para west to Manaos is 924 miles, and from Manaos, still west, to Iquitos, in Peru, is 1,152 miles more. From Manaos, on the Rio Negro, the capital of the State of Amazonas, south to San Antonio, on the Rio Madeira, is 710 miles; and the distance between the same city and Aopjz on the Rio Purus, which runs southwards also and parallel with the Madeira, is 1,437 miles. Throughout the year small steamers connect all those widely-separated inland points, and usually the steamers are loaded with rubber, and collectors of rubber, or stores for the rubber grounds. At present, in fact, Amazonia spells rubber; though, I feel sure, that will not be so always; and I know many observant and patriotic Brazilians also hope that some day it will cease to be of the same importance as their country, though they dread the chaos and panic which is sure to ensue in the transitory stage. Amazonia is too great a country to be dominated by the European markets and speculators that deal but in one commodity.

WHERE RUBBER COMES FROM.

When I left the Amazons I thought I had finished with rubber. At that time I had not heard of the boom here. And I am writing of rubber now, not because I have any expert knowledge of it, but because I can see, like the market riggers and speculators in rubber, that quite a lot of people know much less than myself.

All the basin of the Amazon system is a rubber country, more or less, and one can with difficulty find a comparison which would make it clear to those who measure a day's journey as a long one what the distances of Amazonia mean. So far as rubber is concerned, Amazonia may include large areas of Bolivia, Peru, Ecuador, Colombia, and Venezuela, for of course much of the rubber of those States grows in the forest region which the great river drains, and so the commodity goes out of South America like the river itself, via Manaos and Para, in Brazil. There are not many people resident in Para or Manaos who have much personal knowledge of the remote wilds from which the rubber now principally comes, and I leave investors to judge what the knowledge of such places is worth when it is endorsed with the names of English company promoters and directors. The speculator in rubber at Para is as far from the main source of origin of the goods in which he is interested as the Londoner whose money is invested in Sicilian fruit—and knows as much about Sicily, so to speak.

VIRGIN FORESTS.

The Amazons' amazingly valuable export of rubber is drawn from virgin forest. It is not worth while to mention the quantity of cultivated rubber which comes from that region. One is told that the supply is inexhaustible; but at any rate there is a limit to the productive life of the rubber-bearing tree, and it could be shown that the rubber gatherers are now going further and further inland. Para has given its name to the finest rubber, but the State of Para (of which Belem, or Para, is the capital) now produces comparatively little. Nearly the total weight of rubber exported from that country is got from the territories drained by the rivers Javary, Jurua, Purus, and Madeira, all of those tributaries entering the main stream from the south, near Manaos, or far above that city. The rubber, in fact, now comes from the headwaters of the Amazon system. Seeing, however, this rubber world of South America is all a dense forest, a forest roughly 2,000 miles by 2,000 miles, it should take long to exhaust it. Yet I know myself of rubber grounds, once rich, but now abandoned. The manner in which the richness of that land is being drained may be guessed from such figures as follow. They are taken from Baron Nery's authoritative work, "The Land of the Amazon," and the last annual Consular report on the trade of Brazil. During the five years from 1858 to 1862 Amazonia exported about 1,000 tons of rubber. In the three years ending 1896, the total export of rubber from Manaos alone exceeded 27,000 tons. In the year 1908 over 35,000 tons were exported from the Amazon Valley, worth about 11½ millions sterling. The whole of the valley of the river, which is gifted with a potential wealth beyond metaphors and figures, now supplies little but that product with which European financiers are at present gambling.

"GET RICH QUICK."

In their hurry to give Europe what Europe is pleased for the moment to demand and pay for, the people of Amazonia are doing themselves and their country great harm, for which, presently, when they wish to right themselves, they will pay in excess of all the gold Europe ever returned for rubber. It seems fated that rubber, like gold, wherever it is found in great quantity, should demoralise and punish the unfortunate land which produces it. But that is an aspect of Para rubber which will be dealt with in another article.

It should be explained that there are trees and vines of many diverse orders and species in the forests of the Amazon which, when wounded, exude a juice which coagulates into a kind of rubber. But the tree from which the famous Para quality is obtained is the Hevea Brazilensis. Its pale bole, covered with brown scars, is frequently seen on the river banks when voyaging in its country. But for its scars it would pass unnoticed among the far nobler trees which usually surround it. It will reach a height of about 60 feet, and its leaves superficially resemble those of the horse chestnut, except that they are trifoliate and smaller. It occurs more abundantly in those regions which during the rainy season are flooded for months, and Brazilians (who have prohibited the export of its seeds) declare that the conditions under which it produces the maximum quantity and finest quality of rubber cannot be found anywhere else in the world, and cannot be reproduced. It is collected during the dry season, and the bulk of it find its way to Manaos and Para for shipment during the months of November, December, and January.

It ought to be understood that rubber men declare the Hevea will not thrive on cleared and cultivated ground. It requires the saturated soil of the low grounds, and the stillness which its big overshadowing forest neighbours give it, to bring it to perfection.—*Morning Leader.*

RUBBER STORIES.

IN THE DAYS OF THE BOOM.

A BROKER'S EXPERIENCE.

"Rubbers are flat again this morning," said the broker. "The firm attitude that has been taken up by the Dutch Government in the case of a recent prospectus has had a depressing effect on the whole market.

"It looks as though the back of the boom is more or less broken so far as the wild excitement goes. For that I am not altogether sorry. At the same time, I think the best rubber shares are not going very much lower.

"With raw material at present prices they are not going to break away yet awhile. Besides, on last year's earnings and this year's prospects these high prices appear justified, in some cases, and for the man who looks upon his investment as a speculation purely they offer fair promise. Of course the investor pure and simple is not the man to run risks in rubber shares at any price.

FORTUNES THAT HAVE BEEN MADE.

"Fortunes made during the boom? Yes, a good many thousands have been made. But the stories of fabulous fortunes have been exaggerated.

I can quote an example which you may take as typical. There was a story going about the other day that a well-known firm have made a quarter of a million sterling. I know personally one of the partners. He tells me that what they have actually made is £70,000. This, of course, is a nice amount; but there is a good deal of difference between £70,000 and a quarter of a million, and there is just about this rate of difference between half the stories you hear and the actual facts.

THE MESSENGER BOYS' FLUTTER.

"Any truth in the stories of office-boys and messengers making 'a bit'? Well, I think there is—a little. Here again I can give you an example or two. The other day I was going out of my own office, and I saw an open application for shares lying on the desk. It was signed by one of our messenger-boys, and read:—

I beg to hand you cheque for one shilling and threepence on application for five two shilling shares.

"Another case—and you may take it there are a good many like it—is that in which the chairman of a company told me the other morning that one of the boy messengers of the firm met him with a big smile on his face and the joyful exclamation, 'I've just made £5 on the rubber shares I applied for.'

A GREAT TIME FOR CLERKS.

"Many thousands of additional men employed? Why, yes. Some firms have doubled and trebled their staffs. There have been night shifts as well as day shifts of clerks, and various firms of accountants to the Stock Exchange have been providing clerks for evening work.

"It is a great time for clerks. All firms are giving their clerks additional bonuses. Instead of getting only the usual Christmas bonus, clerks are getting a bonus every quarter, and some firms I know are giving them a bonus every account. The Stock Exchange Benevolent Fund will also benefit enormously by the boom. The collection this year looks like breaking all records."

Night has been carried into day in the City. Brokers who in normal times are able to leave their offices in the afternoon have been kept working at high pressure till eleven and twelve o'clock at night, and the activity has been marked in the Mark-lane end of the City by offices that have long been empty being taken and turned into hives of industry night and day.

VERY SMALL INVESTORS.

"The work has been something terrible," the broker continued, "and the reason is that the small man speculating £10 or £20 has been sending up his orders in hundreds of thousands. The amount of detail work—preparing transfers, registration, delivery cheques, and so on—for a transaction in ten shares of two shillings each gives us as much trouble as a transaction of £10,000 if it so happens that the transfer in the case of the £10,000 is on one deed.

"There is one thing more that can also be said, and that is that it is the only boom that there has ever been which has been carried on by the British public and not by the Jews.

"Oils? Well, I've never been able to understand the oil boom. They say it is being based on the demand for oil fuel for the Navy. But oil fuel has been used in the Navy for years, and people who certainly speak with authority tell me that so far from any great increase in the demand for oil the tendency in the Navy at the present time is rather to burn coal."—*Pall Mall Gazette.*

THE LOSS OF THE "WAKAYAMA-MARU."

EXPERIENCES OF SURVIVORS.

Twelve survivors of the crew of the O.S.K. *Wakayama-maru*, which was lost at Susami in the recent typhoon, arrived at Osaka on the 13th instant by the O.S.K. steamer *Hiemaru* which had been specially dispatched to their assistance. The survivors include Mr. Eguchi, the Chief Engineer, who gives the following account of his experiences:—

"The *Wakayama-maru* arrived at Susami at 9 a.m. on the 10th instant, and was lying at anchor in the harbour behind Inazumi Island. About noon a strong south-easterly wind sprang up and rapidly developed in force, so that two anchors had to be put out in order to keep the steamer in position. At about 2 o'clock the following morning the wind shifted to the east and developed into a violent gale. The cables threatened to part, and eventually the port cable parted. In a few minutes the wind again shifted to the south and tremendous seas swept over the vessel, which dragged her anchor, and gradually drifted in the direction of Nishiyama. All hands were turned to at the pumps, but the vessel was carried out of the shelter of Inazumi Island, and exposed to the full force of the typhoon. She appeared to be about to ground on the rock at the foot of Nishiyama, when the Captain seeing the danger, cast off the starboard anchor, and tried to beach the steamer. The high seas prevented him from carrying out his plan and soon afterwards the steamer struck a rock and began to sink. I clung to a floating piece of wreckage and after drifting at the mercy of the waves for several hours, I was washed ashore at a place called Kodomari."

A cabin boy named Morimura Yukichi gives a graphic account of the disaster. "At the time the steamer put into Susami," says Morimura, "a high sea was running. Two passengers and an employé of a passenger agent on shore came out in a boat to embark on the steamer, but the passengers who wished to go ashore could not land on account of the high seas. From about 2 a.m. the wind increased in force, and the seas became higher, the steamer beginning to ship water. At about 5.30 a.m. the steamer was carried away from the lee of the island and was spun round by the wind. The chief mate was washed overboard and was seen no more. Just then all the lights went out, and the excitement of the passengers was intensified. It was thought they would be safer on deck and a rope ladder was lowered to their quarters. But as they were hauled up one by one, they were carried away by the terrific wind. In this way a number of the passengers was lost. By this time there was no boat left, all having been carried away. Whilst the Captain was busily engaged in directing operations for the safety of the passengers, the steamer began to sink and I clung to a spar and drifted about all night. At daybreak I sighted a small boat adrift and managed to get into it. Then I lay down and resigned myself to Providence. Two stokers of the steamer, who were struggling for their lives in the water, subsequently got into the boat. Two men, apparently first-class passengers, were seen struggling in the water crying for help, and we succeeded in reaching them; but as we attempted to hoist them on board a strong gust of wind nearly sent us into the water, and we were compelled to relinquish our hold on one of the men, who disappeared, the other being rescued. The four of us then rowed to Kodomar and landed safely."—*Japan Chronicle.*

Public Companies

PEAK TRAMWAYS COMPANY, LIMITED.

NOTICE is hereby given that the ORDINARY ANNUAL GENERAL MEETING of SHAREHOLDERS of the above Company will be held at the Registered Office of the Company, Alexandra Buildings, Des Vœux Road Central, on SATURDAY, the 28th day of May, 1910, at Noon, for the purpose of receiving the Report of the Directors, together with a Statement of Accounts for the year ending 30th April, 1910.

The TRANSFER BOOKS of the Company will be CLOSED from the 25th instant to 2nd June next, both days inclusive.

JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 19th May, 1910. [382

A. S. WATSON & CO., LIMITED.

NOTICE IS HEREBY GIVEN that the TWENTY-FIFTH ANNUAL ORDINARY GENERAL MEETING of this Company (since its Registration) will be held at the Offices of the Company in Alexandra Buildings, on TUESDAY, the 31st instant, at Noon, for the purpose of receiving the Report of the General Managers, together with a Statement of Accounts to 31st December, 1909.

The REGISTER of SHARES will be CLOSED from THURSDAY, the 26th inst., to WEDNESDAY, the 1st June, both days inclusive, during which period no transfer of Shares can be registered.

JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 21st May, 1910. [390

"SOLIGNUM."

A PERFECT preservative stain for Wood Stone, and Brickwork.

It protects against Decay, Fungus, Dry Rot, the Ravages of Insects and Vermin (especially the white ant) and the action of the weather.

"Solignum" really does what is claimed for it, as may be seen from the testimonials of the Governments of India, the Sudan, &c.

In Drums and Barrels of various colours.

Prospectus and all further information from

SIEMSSEN & CO.,
(Machinery Dept.) Hongkong,
Sole Agents.
Hongkong, 7th December, 1909. [42

Intimation.

YOU WILL NOT

be deceived. That there are cheats and frauds in plenty everybody knows; but it is seldom or never that any large business house is guilty of them, no matter what line of trade it follows. There can be no permanent success of any kind based on dishonesty or deception. There never was, and never will be. The men who try that are simply fools and soon come to grief—as they deserve. Now many persons are, nevertheless, afraid to buy certain advertised articles lest they be humbugged and deluded; especially are they slow to place confidence in published statements of the merits of medicines. The remedy known as

WAMPOLE'S PREPARATION

is as safe and genuine an article to purchase as flour, silk or cotton goods from the mills of manufacturers with a world-wide reputation. We could not afford to exaggerate its qualities or misrepresent it in the least; and it is not necessary. It is palatable as honey and contains the nutritive and curative properties of Pure Cod Liver Oil, extracted by us from fresh cod livers, combined with the Compound Syrup of Hypophosphites and the Extracts of Malt and Wild Cherry; and how valuable such a blending of these important medicinal agents must be is plain to everybody. It is beyond price in Anemia, Insomnia, Weakness and lack of Nervous Tone, Poor Digestion, Wasting Diseases, La Grippe, Lung Troubles and Blood Impurities. Science can furnish nothing better—perhaps nothing so good. Dr. W. H. Dalfe, of Canada, says: "I have used it in my practice and take pleasure in recommending it as a valuable tonic and reconstructive." It is a remedy that can afford to appeal to its record and represents the science and knowledge of bright and aggressive medical investigation. Effective from the first dose." "You cannot be disappointed in it." Like all good things it is imitated.—Sold by chemists throughout the world.

3

G. R.

NOTICE.

IT is hereby notified that the SUPPLY OF WATER to Shaukiwan, East and West, will be TURNED ON in the Public Mains during the following hours only:

6 A.M. to 8 A.M.

W. CHATHAM,
Water Authority.
Public Works Department,
Hongkong, 25th May, 1910 [393

Consignees.

S.S. "YARRA."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London and Havre ex s.s. *Dordogne*, and from Bordeaux ex s.s. *Ville d'Arras*, in connection with above Steamer are hereby informed that their Goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risks into the hazardous and or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ld., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon, on the 23rd inst., requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned, Goods remained unclaimed after the 30th May, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 31st May, or they will not be recognized.

All damaged packages will be examined on 30th May, at 3 P.M.

No Fire Insurance has been effected.

P. THOMAS,
Agent.
Hongkong, 21st May, 1910. [7

NOTICE TO CONSIGNEES.

FROM SHANGHAI, KOBE AND MOJI.

THE Steamship

"GREGORY APCAR,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at Consignees' risk and expense into the hazardous and/or extra hazardous godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the undersigned.

DAVID SASSOON & Co., LIMITED,
Agents.
Hongkong, 25th May, 1910. [394

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"ARRATOON APCAR,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once, at Consignees' risk and expense.

Cargo remaining on board after 4 P.M. of the 27th instant, will be landed at consignees' risk and expense.

Consignees of Cargo from SINGAPORE are requested to take IMMEDIATE DELIVERY of their Goods from alongside, such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DAVID SASSOON & Co., LIMITED,
Agents.
Hongkong, 25th May, 1910. [395

Intimation.

A. S. WATSON & CO., LIMITED.

ESTABLISHED A.D. 1841.

MANUFACTURERS OF HIGH CLASS AERATED WATERS.

THIS SEASON'S PRICES:

	Per Doz.
Soda Water	50 Cents
Soda Water (Bombay bottles)	60 "
Potash, Seltzer & B. P. Soda	60 "
Lemonade	65 "
Tonic Water	75 "
Lithia Water	75 "
Ginger Ale	75 "
Sarsaparilla	75 "
Orange Champagne	75 "
Lemon Squash	75 "
Raspberryade	75 "

SPECIALITIES:

Stone Ginger Beer ..... 85 Cents.
Dry Ginger Ale...Pints $1; Splits 60 "
Lime Fruit Champagne .....Pints $1; Splits 60 "

Bottles will be charged for at the Rate of $1.20, per dozen, and credited in full on being returned in good condition.

A. S. WATSON & CO., LIMITED,

HONGKONG and KOWLOON.

Hongkong, 30th April, 1910. [28

The Hongkong Telegraph

HONGKONG, THURSDAY, MAY 26, 1910.

THE OPPOSITION AGAIN.

An American after a prolonged visit to London was asked on his return how he had liked the climate. His reply was that he hadn't noticed any climate, but had experienced a deal of weather. Two Chinese, who at different times had lived in England, were asked what they thought of the English summer. One replied that he had seen no summer in England, that the middle months of the year there were very like a cold rainy winter anywhere south of Shanghai. The other said that he had suffered dreadfully from the heat. It had happened to be one of those queer exceptional years when England really has a summer, and too much of it. For it involved a water famine, not only in the country, but in some of the great cities, including part of London. The drought was felt most keenly of course by the very poor quarters of the towns. The East End of London knew what it meant to be dry, outside as well as in. A fat policeman was put on "extra" in Trafalgar Square to protect the sacred fountains from the profane bodies of ppor little dry gutter-snipes yearning for a bath. It was amusing for onlookers to see him chasing two or three dripping little runaways (they went in clothes and all) while a waiting band of lawless urchins took advantage of his retreating figure to flop triumphantly into the basin of the nearest fountain. Back he would come, perspiring and angry, but they would jump and flee laughing, and so on *da capo*. It was felt that "something must be done." Of course it needed two more such exceptionally dry seasons to really stir up the happy-go-lucky Londoner. The latter has many virtues, bless him! and one is that when he really is stirred up he can't rest and won't let anyone else responsible rest until "something" is done, and thoroughly done. We think the public of Hongkong will be like that some day. The Metropolitan Water Board therefore considered the matter, which, after it had gone through all the Committees and sub-Committees that the English love to appoint in every undertaking, from amateur theatricals to a new railway company, finally crystallised into a scheme while it was passing through the Works and Stores Committee. With all the Londoner's thoroughness the scheme provides for a water supply sufficient for every probable requirement, allowing for progressive increase in population, for the next thirty years. Ten million nine hundred and thirty-eight thousand odd pounds sterling—very nearly eleven million—is to be the total capital outlay for this period. There will not be the slightest difficulty in finding this enormous sum. On the contrary, there will be keen competition among investors to put their money into the scheme. The shareholders in other Water Companies have been fortunate in London. That is one perfectly safe investment—whether municipalised or not. For if the water supply be municipalised, the payments of interest on money invested are absolutely guaranteed. There can be nothing safer in this unsafe world. And if not, the experience of the past proves that there is no more profitable and paying investment than shares in a water company. The Metropolitan Water Board has therefore quite rightly decided to approve of the scheme, and to authorise the introduction of a bill accordingly in the next session of Parliament. But—and here is the "one satiric touch"—there were two dissentients to the vote of the Board. The first, Mr. Alderman E. H. Tripp objected to the scheme, and as far as his remarks on the subject are susceptible of rational interpretation they merely amount to this—that it was no good providing a water supply large enough for a larger population than there was at present, as nobody could tell with any certainty what the population was going to be. Politeness must have forbidden his hearers from retorting that nobody would have to wait while his ears grew longer to see the population of London increase. The second opponent was funnier still. He had two objections to "putting up in a limited area of the Thames Valley a certain number of penfolds full of water." The first was that an earthquake might happen. Why so it might! Therefore, Oh good people of Hongkong, we must by similar reasoning instantly cease all extension of the Taitam reservoir. The second was that the one weak spot in the defences of London was that the water supply was so far afield that it would be possible to cut off one of the great counties that supplied London. Deary, deary! Only the other day a Straits contemporary (who by the way succeeded in inventing a "spy scare" in Hongkong over that Japanese who was caught sketching forts on His Majesty's property at Lyemoon) apparently proud of his nice new defences at Singapore ventured to jeer at our wooden guns and tin soldiers, and told us that our water supply was so central that in a coming war it would be all up with us in a week, the reservoirs would be "shelled from over the Peak." Therefore again, my masters, we must not go on with the extension of that Taitam Reservoir. The Opposition says no, on these weighty grounds, first that the scheme costs money, and we want to build bandstands; secondly, that nobody can tell with any certainty what the population of Hongkong will be fifteen years hence, or even five years hence, or one year hence; and thirdly, that if an earthquake does not swallow up Pokfulam and Taitam too, the shells of, we don't know what enemy, will in the year we don't know what destroy them "from over the Peak," while our gunners and our torpedoes are doing nothing, we don't know why.

LOCAL AND GENERAL.

A ROYAL salute was fired at noon to-day in honour of Queen Mary's birthday.

MESSRS. A. S. Watson & Co., Ld., pay a dividend of three per cent for 1909.

SIR John Jordan, K.C.M.G., the British Minister to China, has arrived in London on leave.

THE Netherlands Trading Society has declared a dividend of nine per cent for the year 1909.

ON completion of his term of service, Capt. Almeida of the *Vasco da Gama*, the Portuguese cruiser now in port, will relinquish the command of that vessel. Capt. Almeida proceeds to Lisbon on the 8th June next.

THE friends in Hongkong of Mr. Pinto Basto, Lieut.-Commander of the Portuguese cruiser *Vasco da Gama*, will be pleased to learn that that gentleman has been appointed Governor of Portuguese Congo. Mr. Pinto Basto leaves for Portugal on the 4th prox., *via Siberia*.

TWENTY-four Chinese appeared at the Magistracy this morning for smoking opium in a certain establishment in the central district. The two keepers were each fined $100 and the smokers had to pay $4 apiece. Another Chinese was fined $150 for having prepared opium in his possession and a further $100 for selling the drug.

COMMODORE Cresswell J. Eyres, who had just been appointed commodore at Hongkong, is an officer with a sound record of service. He was appointed a cadet in July, 1874, was promoted lieutenant in 1882, taking taking "three firsts," commander in 1897, and captain in 1903. Captain Eyres was a middy of the old battleship *Shah* when she engaged the rebel turret ship *Huascar*, of the Peruvian navy, off Ylo, in May, 1877 and he was a sub-lieutenant of the *Hecla* during the Egyptian War, 1882 (medal and Khedive's star).

THE TAIKOO DOCKS FATALITY.

JURY STOP THE CASE.

PRISONER DISCHARGED BY THE CHIEF JUSTICE.

Before Hon. Mr. W. Rees-Davies, K.C., Acting Chief Justice, at the Supreme Court this morning, the case was resumed in which Yu Chau was indicted on a charge of the wilful murder of a boiler-maker at the Taikoo Docks on the 24th March last. Mr. M. W. Slade, K.C., Acting Attorney-General, instructed by Mr. H. L. Dennys, Sr., from the Crown Solicitor's Office, appeared for the Crown, and Mr. Eldon Potter, instructed by Mr. E. Davidson, of Messrs. Hastings and Hastings, was for the defendant.

The following were the jury:—Messrs. W. J. Rattey (foreman), A. K. Rahman, J. H. Seth, J. F. van Rees, T. Barnett, G. M. Dalgety and C. H. Lyson.

On opening his address for the defence, Mr. Potter stated that his learned friend had said that he was there to try and have his client acquitted anyway he could. He most strenuously urged that that was not the case. He was not there to try and obtain an acquittal how he could. He was there to try and have the prisoner acquitted by all the legitimate means in his power.

Mr. Slade said his friend had misconstrued his words. Everyone in the Court-room except Mr. Potter knew exactly what he meant.

Mr. Potter said he was willing to accept his friend's statement but he did not believe that the words complained of had produced upon everybody the harmless effect which he was sure his friend had meant.

Proceeding, Mr. Potter said that there were two ways of obtaining an acquittal. One way was when the Crown failed to make out a case. Secondly, an acquittal could be obtained when the Crown succeeded in making out a case but when the defence called evidence which negatived the Crown's evidence, or if any reasonable doubt was raised in the minds of the jury. In that case, the prosecution were a long way off from having proved their case. One of the finest rules of their fine English law was that a man is considered innocent till he is proved guilty. From the moment the prisoner stepped into the dock he was innocent and remained in that position till he was proved guilty. In other words, the onus lay on the prosecution. As the learned Attorney-General well put it, it was the duty of the prosecution to try the case impartially before the jury. The first verdict which could be returned was a verdict of wilful murder, in which case the sentence must necessarily be one of death. The second verdict was that of manslaughter, in which case the sentence could consist of one day or imprisonment for life. The third verdict was, of course, that of not guilty. The jury, however, were not concerned with the amount of the sentence. That was a matter for his Lordship. It was possible, however, that they might find prisoner guilty of manslaughter but he would submit that prisoner was innocent of that charge. Counsel then proceeded to read the definition of "voluntary manslaughter" as laid down by what Counsel described as the greatest authority on criminal law—Archibald How had the Crown dealt in that case? The Crown had stated in open Court that they could not safely ask the jury to return a verdict of wilful murder. So they were perfectly entitled to leave out the question of wilful murder. They were not to return a verdict which was not asked for. The only thing, therefore, he was concerned with was to prove there was no manslaughter. The Crown were actually afraid to rely on the evidence of their own witnesses. He had this comment to make—that in spite of the Attorney-General's decision not to ask for a verdict of wilful murder, the wretched man in the dock was indicted on a charge of murder, and the indictment was signed by the Attorney-General. That fact only increased the difficulties of the defence.

Mr. Slade—I can't stand these personal attacks. It's an absolute perversion of things.

Mr. Potter—I'm making no personal attacks.

Mr. Slade—You are, sir. I'm the Attorney General and I signed the indictment. I am willing to undertake all the responsibility. You have directed a personal attack on myself and I will deal with it later on.

Mr. Potter—I've made no personal attack.

Mr. Slade—Absolutely.

Continuing, Mr. Potter said he had made no personal attack on Mr. Slade. To all intents and purposes, the man was before the Court on a charge of wilful murder and the only reason which could have led the Crown to sign the document was that they could not have appreciated the evidence. The jury were asked to return a verdict of manslaughter but if prisoner was guilty of manslaughter, could they possibly conceive a more cowardly or cold-blooded murder? Prisoner in that case would be guilty of murder without any provocation whatever. The Crown in its leniency said that it could not safely ask for a verdict of wilful murder but he did not know that before.

Mr. Slade—You must not say that. You knew it long before. I informed you of it.

Addressing his Lordship, Mr. Slade said that the usual practice in the Colony was to indict a man for murder in order to give him a chance of being represented by Counsel.

Mr. Potter—Gentlemen, my learned friend has accused me of improper conduct for saying I did not know he was going to withdraw the charge of murder. Mr. Slade has given the explanation but I must say it never struck me before. I'm only too glad to receive the explanation.

His Lordship—It struck me long ago.

Proceeding, Mr. Potter said that all along the Crown had suggested no motive why in the middle of the noon-day the prisoner should have rushed out and struck the deceased. He agreed that a motive was not necessary, but if it was true that prisoner rushed out in the middle of the noon-day and struck the deceased then he must be either a lunatic or he must have had a motive. He submitted that if the Crown could have proved a motive they would have done so. The fact of the matter was that there was no motive. The witnesses for the Crown were all liars—he would not say there had been discrepancies in their evidence but he would use the plain word "liars." If the jury thought they had heard enough, they could stop the case and it would not be necessary for him to call evidence.

At this point, the foreman of the jury announced that six out of the seven jurors were of the opinion that they had heard enough.

His Lordship—What do you say, Mr Slade?

Mr. Slade—The position is peculiar.

Mr. Potter—There's nothing peculiar about it.

Mr. Slade—My friend has adopted an irregular course. He has asked the jury to stop the case before telling them if he intended calling any evidence. Having done that, he states what he conceives is going to be the evidence of the witnesses for the defence, which the Crown has had no opportunity of knowing and having been given no opportunity of cross-examining the witnesses. I don't desire to convict a man against the jury's conscience, but I am not inclined to let the jury return a verdict until I have had an opportunity of correcting certain very glaring misconceptions which may possibly be in their minds as a result of my friend's address, which has been undoubtedly ingenious but glaringly misleading.

Mr. Potter—My Lord, my friend is trying to introduce a system which has never been attempted before. If my learned friend tried to introduce it at home, well, the Judge would tell him things. Why, it is unheard of—

His Lordship—I'm not prepared to say that. Whether it is worth while or not is quite another matter.

After further discussion the jury without retiring returned a verdict of not guilty on the charge of manslaughter by six to one and prisoner was acquitted.

WATER POLO.

FIRST MATCH OF THE SEASON.

The opening match of the season between the Victoria Recreation Club and the "Buffs," which took place yesterday afternoon in the Naval Ordnance Camber before a good many spectators, resulted in a victory for the Civilians. The coloured water and abundance of jelly fish made the game pretty lively for the swimmers, especially the latter, who were responsible for a good deal of the "blue" language used. Mr. W. J. Carroll acted as referee, and Mr. Carl Bunji as timekeeper.

Cloke opened the scoring for the Buffs at the very commencement of the game, but in less than a minute after A. H. Carroll equalised. After a good deal of fast play the Civilians managed to score another couple to their credit, half time being called with the score 3—1.

The Club had matters nearly all their own way in the second spell and added two more goals to their score. Cloke of the "Buffs," however, added another for his side just before time, the final result standing at 5 goals to 2.

PLAGUE, ITS CAUSE AND PREVENTION.

DUE TO HABITS OF PEOPLE, NOT DEFECTIVE SANITATION.

At a recent meeting of the Viceroy of India's Legislative Council, two Indian members advanced the view with unusual confidence that the reason Europeans in India escaped the ravages of plague whereas the Indian population suffered terribly was due to the Government's failure to carry out a policy of sanitary improvement. A reply was promptly given by Surgeon-General Lukis, whose speech is not without interest here:—He said:—"I did not intend to speak on this occasion, but I feel bound to correct the misapprehensions under which the hon. members who have last spoken are labouring with reference to the causation of plague. They infer that the reason why Europeans escape this fell disease is that they are living in more sanitary surroundings than those which obtain in Indian cities and villages. Now, Sir, if there is one thing that we have learnt in the 13 years it is that plague has nothing whatever to do with pollution of the soil, contamination of water supply, or defective drainage; and large sums of money have been spent by the Government without any effect as regards the checking of the disease. Recent discoveries have proved that plague is essentially a disease of rats, and that the medium of communication between rat and man is the rat flea. What happens when plague breaks out amongst human beings is this. First of all the rats are attacked. So soon as this happens, they begin to run away from the infected house, but in so doing they leave their nests behind them, and in these nests are a large number of rat-fleas. Now ordinarily the rat flea will not bite human beings, but when no rats are forthcoming they are forced to do so, and thus they convey the infection to the inhabitants of the house and a plague epidemic is started. It is obvious therefore that the question of the prevention of plague becomes one of domestic hygiene. What is wanted is to teach the Indian public the danger of allowing the rat to remain a domestic animal and to advise them to try and prevent this by giving up the habit of storing grain in the house, throwing remnants of food about in its vicinity, and by allowing collections of rubbish behind which rats can make their nests. So long as the rat remains a house dweller, so long will the danger of plague continue; and until this fact is appreciated it is useless for the Government to squander large sums of money on sanitary improvements of doubtful value. I wish, however, to state distinctly that I must not be understood as deprecating sanitary improvements on general lines. I merely wish to point out that, as regards this particular disease of plague, it is the habits of the people and not want of care on the part of the Government which is largely responsible for the persistence of the epidemic."

ANOTHER HONGKONG RUBBER CO.

A SUMATRA PROPOSITION.

Following upon the successful flotation, by private subscription, of the Toerangie Rubber Co., Ld., the news of another Sumatra proposition being taken up in Hongkong, by the successful promoters of the senior company, will not be received with surprise by the Hongkong investors. Hongkong propositions in rubber ventures, unlike those hatched not ten thousand miles from the Colony, are not heralded with any fanfare of trumpets, or meretricious inducements, by "boom-whackers." Those responsible for the promotion of this second company, with head office in Hongkong, for exploiting rubber as a genuine enterprise, rely solely upon the promising merits of the concern for its success. The prospectus of the new company, therefore, is not yet public property, in the sense that it has not been advertised in the business columns of a newspaper and beyond the fact that it circulates from hand to hand among a small circle of intending investors who are likely to interest themselves in this new but attractive field for remunerative investment of surplus capital. That it is the intention of the promoters to ultimately place scrips of the company within the means of investors of small means also, is proved by the fact that they have made the face value of shares of the popular denomination of 2s. each, instead of, as in the case of the Toerangie Co., of one of £1 sterling. The new company will be known as the

SOENGEI RAMPAH RUBBER ESTATE, LD.,

and will have a nominal share capital of £80,000 divided into 800,000 shares of 2s. each.

The company has been formed to acquire and develop the Soengei Rampah Estate in Sumatra. The estate comprises 2,000 acres of land, and of this area 700 acres have been planted up with *Hevea Brazilienis*; and an additional 300 acres will be put under rubber in the course of the current year. It is also contemplated to plant 200 acres more by December next, leaving the remaining 800 acres to be planted in 1911.

THE PURCHASE CONSIDERATION

of the property is £28,000, of which the vendors accept £10,000 in cash and the balance in 180,000 fully paid shares. They reserve to themselves the option of taking up shares at par value to the extent of 100,000; such option to be exercisable within five years.

SUBSCRIPTION OFFER.

Only 420,000 shares are offered for private subscription, 6*d.* being paid on application and a like amount on allotment, and the balance not before January next as required. It is believed that the capital will be ample for all development purposes within the estate.

PLANTING.

So far the 700 acres have been planted with 76,000 trees and arrangements have been made to plant 1,000 more in June next. By December the management hope to have the 1,000 acres planted up with no less than 108,000 trees, that is, 108 trees to the acre.

SITUATION.

The estate is situated in the Bedagei district of Sumatra and is within easy reach—not more than one mile distant—of the railway station of Rampah and Bamban. The concession is held for 75 years, option 50 years more. Expert report states that the property is in excellent condition and is so situated that the soil holds all the conditions favourable to rubber plantation and development.

No lack of

LABOUR

need be apprehended since an ample supply is drawable from Java, there being at present on the estate mixed labour, representing free Chinese and indentured Javanese and a few Bandjarese. Altogether we understand that between 500 and 600 coolies are at present employed on the estate.

DIRECTORS.

The first directors of the Soengei Rampah Estate, Limited, are Messrs. H. Pinckney and G. Balloch. The Chartered Bank of India, Australia and China are the Bankers. Messrs. Wilkinson and Grist have been retained as solicitors of the Company.

CAPTAIN SCOTT'S EXPEDITION.

SELECTING THE CREW FOR THE COMING ADVENTURE.

No vessel afloat will have a finer crew than the Terra Nova, Capt. Scott's ship for the South Pole expedition, when she leaves the West India Docks early in June. It will be the best crew it is possible to obtain anywhere, said a member of the expedition last month.

Each day now, by twos and threes, the men are reporting themselves for service at the offices of the expedition and being sent down to the docks to the vessel. All are picked men, selected by Capt. Scott himself, from the naval depots at Portsmouth and Chatham, and granted special leave by the Admiralty for the expedition. Most of them are first-class petty officers who have seen service in His Majesty's ships in all quarters of the globe. A few of them accompanied Capt. Scott in his dash to the south in the Discovery. Every one of the crew has been specially examined as to physical fitness. All are stalwart, deep-chested men, with arms and muscles capable of any human feat of strength. Their teeth have been particularly looked to, for good sets are essential.

The Terra Nova is at present having her boilers improved and is being prepared to take on board the vast quantities of foodstuffs and stores of all kinds to be delivered in May. Mr C. R. Meares, the Thibetan traveller, has completed the purchase in Eastern Siberia of 30 sleigh dogs and 27 Siberian ponies for the shore expeditions. These animals will be shipped to New Zealand and picked up by the Terra Nova there.

A TRAGEDY OF THE SEA.

BARQUE LOSES COURSE IN HEAVY WEATHER.

A MONTH WITHOUT WATER.

A tragedy of the sea, the reading of which sounds more like the fictional writings of Clark Russell than a chapter in the life of a living man, was brought to light on 17th inst. on the arrival of the Blue Funnel liner *Telemachus* at Singapore. Yet the evidence is so clear, and so far as he is able, is corroborated by the captain of the above mentioned vessel, that there is no reason to look upon the tale as anything but the truth.

Briefly the facts disclose that the three handed schooner rigged barque *Sea Queen*, of Mahe, in the Seychelle Islands, which left that port during the early part of January, was caught in very heavy weather and was blown a considerable way out of its course. After cruising about for some time they still were unable to sight land, and provisions ran out. The crew of three were reduced to drinking salt water and eating raw fish which they were able to catch. Life under such terrible conditions soon told on the men, and the second hand died in the agonies of thirst. Soon after the captain also succumbed, and a lad of 19 was left the sole occupant of the ill-fated barque. He existed on the frugal diet of fish and what little rain water and dew he could catch until he was picked up by the *Telemachus* on May 7th, 1,040 miles from Mahe. On board the liner he received every kind attention, and beyond looking somewhat emaciated on his arrival at Singapore there was no other outward sign to show the terrible ordeal through which he had passed.

THE LAD'S STORY

The story of the lad, a French Creole, named Josue Green, is as follows. The three handed schooner rigged barque *Sea Queen* is owned by my father, William Green, of Mahe, Seychelle Islands. In company with Anthendore Vidot, master, and Henry Clothide, second hand, I sailed from Port Victoria, Mahe, on January 8th, 1910, for Anse Royale, with a cargo of rice, intending to sail from there to L. Hedu Nord, for a cargo of guano for Takamaka, Mahe. On January 9th the weather was very bad, a heavy rain falling and it was very misty. This continued until noon, when it cleared up. We then became aware that we had been blown out of our course and out of the sight of the islands. Our Captain did not know where we had got to. We sailed about for a considerable time endeavouring to get a sight of land, but could not see any. We eventually sighted a Liverpool passenger steamer. The captain went on board and got some potatoes, onions and a keg of fresh water. We were directed to steer N. N. E. We continued sailing about not knowing our whereabouts and lost all count of time and dates until all our fresh water was used up. We occasionally had rain and we collected all we possibly could. We caught some fish but having no fresh water or fuel we were unable to cook it, and had to eat it raw.

SALT WATER FOR A MONTH.

I was reduced to drinking salt water for quite a month before being rescued. I cannot remember all that happened or the dates, but Henry Clothide died of thirst before our potatoes were finished and we put his body overboard. The captain died some time before I was rescued by the *Telemachus*, but I had not strength enough to lift his body overboard. I saw two steamers before I was picked up, but evidently they did not notice me and sailed away. When I saw the *Telemachus* on May 7th I thought she would also pass me, she was going so fast. I gave up all hope, but when I saw her turn and come up alongside me and a bottle of fresh water was lowered to me I had fresh water for the first time for I cannot say how many days. This revived me and I was taken on board the steamer. The *Sea Queen* after being overhauled by the mate was destroyed by fire, the body of the captain being buried with it. My boat was 25 feet long and was capable of carrying four tons of cargo, and we traded round the Seychelle Islands. Everything possible was done for me on the steamer and I am now feeling much better. They tell me on board the *Telemachus* that I was rescued in Lat 9 38 W. and Long. 65 34 E. 1,040 miles from Mahe.

The captain of the *Telemachus* added a note to the statement to the effect that the examination that was made of the boat went to prove that the condition of affairs was as stated by the lad in his statement.—*Singapore Free Press.*

CHINESE IN BRITISH SHIPS.

A deputation from the National Sailors' and Firemen's Union put before the President of the Board of Trade, at the House of Commons on 28th ult., their views regarding the employment of Chinese, the language test, and insurance against accidents in mercantile marine ships.

Mr. Buxton, in reply, said he was alive to the dangers of the position. He desired to lessen the number of Chinese in British ships, and he would do his best to bring about that object. The Act of 1906 certainly was not passed with any intention of assisting or encouraging the increase of Chinese serving in British ships. He thought perhaps there was an undue alarm regarding the increase of Chinese. There had undoubtedly been an increase, but the increase for some reason or other was far greater in London than elsewhere. With regard to Chinese claiming to be British subjects, and thereby avoiding the language test, he was going to see what would be the best method of guarantee that the language test should be a really genuine and competent test for all practical purposes. For his part, he would endeavour to increase the severity of the test. With the consent of the Home and India Offices, he proposed to publish notices at all ports and elsewhere that Chinese and Lascars had the right to claim compensation from owners, and the Board of Trade intended to draw the Chinese authorities' notice to cases of accident or death where there was no claimant for compensation, so that they could take the proper measures.

ST. FRANCIS CHURCH.

SOLEMN CELEBRATIONS AT WANCHAI.

To-day being the last of Corpus Christi, His Lordship Bishop D. Pezzoni officiated at a solemn service at St. Francis Church, Wanchai, when he administered the Sacrament of Confirmation to 35 boys and girls and gave the Holy Communion to the First Communicants in the district Church. The altar was becomingly decorated with flowers and the interior of the Church looked beautiful with palms and pot plants. The decoration reflects great credit on the ladies who worked indefatigably during the last few days. The service commenced at 7 a.m. with the reception of His Lordship the Bishop by the Committee and members of the Confraternity of the most Blessed Sacrament. The low Pontifical Mass with first Communion and renovation of vows, was celebrated by His Lordship the Bishop assisted by the Very Rev. Farther P. de Maria, the Rector. The Guard of Honour was composed of members of the committee of the above Confraternity, who wore their official robes, thus giving an imposing appearance to the ceremony.

His Lordship delivered an appropriate sermon, taking his text from the sixth chapter of St. John, verse 35. "I am the bread of life: he that cometh to me shall never hunger; and he that believeth in me shall never thirst." He exhorted the parents to give the little ones continual religious instruction by attending school and learning the Christian doctrine on Sundays at the Convent. The duties of Christian parents were to bring up their children in the faith. The preacher also warned parents against indulging children in amusements not calculated to improve them and by permitting the reading of pernicious books and otherwise encouraging children in expensive habits of dress and superfluous ornaments. To the children, he bade them to avoid bad companions as the latter might destroy in a week the good works of a lifetime. He asked his hearers to receive the "bread of life" by frequenting Holy Communion as much as possible to the glory of God and of His Church.

The service was fully choral, the hymns being excellently rendered by the Choir boys. The Church string band played the accompaniments under the conductorship of the Rev. Father Joaquim Leong who also presided at the organ. The sacred songs rendered in the course of the service were:—"Ecce, Sacerdos," Pozzoli "Anima Christe," and Pergolesi "Ave Maria."

After Benediction, the committee of the Confraternity invited all the children to the Convent where tea and cakes were served in a spacious hall tastefully decorated by the Sisters.

Photographs were taken, and after, that the Parish Priest of the district distributed mementoes as reminders of the happy event. It was quite a red-letter day for the Catholics of Wanchai, for never in its history of over 60 years, has a similar function taken place with such dignified pomp and solemnity as befitted the occasion.—*Contributed.*

"HONG MOH" OPIUM CASE.

CAPTAIN AND OWNER FINED.

The Chandu Revenue Dept brought a prosecution against Captain Bainbridge of the s.s. *Hong Moh*, and Lim Ho Puah, owner of the vessel, for running chandu and cocaine, reports the *Singapore Free Press* of 15th inst.

Mr. F. M. Baddeley prosecuted on behalf of the Revenue authorities, and Mr. Baker defended.

Mr. J. Howard, head of the Preventive Service, deposed to boarding the *Hong Moh* on her arrival from Amoy and Swatow on May 12. Among other places he searched the engine room and inside a hollow steel column, which was utilized as a storage tank for engine oil, he found 250 tins containing about 2,500 tahils of chandu and 2,028 bottles of cocaine (about 250 ounces) The chandu was valued at about $12,000, and the cocaine £175.

The captain and chief engineer gave evidence, and both stated that every precaution was taken on each trip to prevent the importation of chandu. The ship was searched each day, and the ship's officers went all round the place where the chandu was found, but no discovery was made. To examine that particular place would mean getting through two or three inches of bilge oil, and lying flat on the back. It was not at all a pleasant place. The chandu must have been lowered down the ventilating shaft. It would be impossible to get to the place while the ship was under way.

Mr Baker drew attention to the further discovery of chandu that had been made on the voyage to Penang, by the officers of the ship, which had been handed over to the Revenue authorities. The difficulty of making a thorough search was a constant worry to every officer on ships trading between the China coast and this port. The ingenuity of the Chinaman in hiding opium about a ship was such that no amount of precaution would avoid it. He pointed out the many hardships inflicted on the masters of ships under the ordinance. It was the earnest desire of both the owner and master to stop any smuggling, but it was practically an impossibility, and so long as the system of paying the informer and only prosecuting the master and owner, existed there would be a continuance of smuggling. With some slight amendment of the law it might be possible to get at the informer, instead of the innocent captain and owner.

The magistrate imposed a fine of $2,000 on the owner and $250 on the captain.

TYPHOON WARNING.

The telegram quoted below was received from the Manila Observatory at the American Consulate General to-day:—

Manila, May 26th, 1910, 10.40 a.m.

Cyclone or typhoon near Ballutang Channel moving N.N.E. or N.E.

LONDON ROBBER SCARE.

"ECONOMIST'S" DESCRIPTION OF RELAPSE.

SOME AMAZING STORIES OF THE WILD PLUNGING.

Writing on April 23 just after the slump in the rubber market *The Economist* says:—Precisely what started the relapse it is impossible to say, but the movement gained a very decided impetus from the action of the Netherlands Government, taken to emphasise its rights with regard to the nature of the tenure of land, the question arising out of the issue of the Anglo-Dutch Plantations of Java, Limited. Apart from all consideration of the fierce discussion aroused by the incident, the fact of the shares falling from 32s. 6d. premium to 7s. 6d. premium in the course of a day or two contributed materially to shake the optimism of holders of rubber shares. As is usual in these cases, one seller made many. Even high-priced shares gave way, although the fall was altogether insignificant when compared with the long previous advance. The movement could hardly be called a slump. It was only a reaction. The public could have been hit, but little by the fall in such shares as Bukit Rajahs, Consolidated, Malay, Batu Tigas, and their like.

CAUSE OF ALARM.

A large speculative account is open in the florin shares of the front-rank companies, Linggi, Anglo-Malay, Vallambrosa, and others of similar standing. A drop in these would strike at a good number of speculators outside of the Stock Exchange and the Mincing lane markets, but amongst such shares the fall was comparatively trifling when the extent of the earlier advance is recollected. What has alarmed the public is the manner in which shares of the latest-introduced companies tended to become more and more difficult to sell as the pressure to realise increased. Here the Stock Exchange itself is in some measure the cause of the trouble. As everyone knows, the rubber market has attracted jobbers from all other parts of the Stock Exchange—representatives of the strongest firms, as well as scores of other, men less well established. Dazzled by the prospect of money making, the new jobbers laid in lines of shares with which to supply the eager demand, and so long as that demand continued all went well. Its cessation, however, left the jobbers with shares still unsold, which they tried to unload upon one another.

The whole of society, from one end of the scale to the other, has gone rubber-mad. The needy peer, who is known to have buttressed his family misfortunes with twenty thousand pounds since the end of February, has engaged in the game with the same zest as the commissionaire, who made fourteen pounds out of nothing, in a week, and the office boy who sold his twenty-five florin shares at a five-pound note profit and grumbled bitterly at having his capital locked up till the special settlement! Ladies have embarked eagerly upon a gamble in which they can get a hundred shares for the price of a new frock. The husband who gave his wife strict orders not to touch rubber shares sat speechless in the face of a box of unsmokable cigars and a pair of broker's contracts showing a profit of twenty pounds on his wife's venture of half as much. Brokers declare it was useless to tell their swarms of correspondents to put the eagerly offered five pounds into the Post Office Savings Bank instead of rubber shares.

£50,000 FOR MIASMIC SWAMP!

And a climax of absurdity was reached the other day, when, amongst the applications, for florin shares in a new company, was one for a single share, the application being in joint names! A Dutch gentleman, just home from the Middle East, relates that after having a miasmic swamp, containing a few rubber trees, standing for many years in his books at the nominal value of a florin, he was approached by a syndicate last month and sold the estate for fifty thousand pounds.

We cannot be certain yet that the rubber gamble is by any means over. A craze it may be, but people on the whole have made money, and want to make more. New issues continue to pour out at a rapid rate, and are accorded favourable receptions by the public. The Anglo-Dutch incident is not at all likely to disturb the market for long, and the manner in which the directors have acted has gone far to restore confidence in the company, and, therefore, in the market. As a warning and a caution, the shake-out will prove salutary; it must, above all things, bring home to people's minds the vital necessity for discrimination between good, bad, and indifferent concerns.

STRAITS BERTAMS AND RIMS.

"Ophir," who writes a weekly City letter for *Globe*, makes this comment upon the rubber outlook, with particular reference to two well known Straits concerns:—

As bearing on the outlook for rubber, it seems, to say the least, significant that the Straits Settlements (Bertam) Company has sold forward to the extent of two tons per month of sheet and crepe rubber at 11s. per lb. for delivery from January to December, 1911, while the Rim (Malacca) Rubber Estates has just sold a *portion of its output for the whole of next year* at 11s. per lb. We read this as implying that the buyers of the product of these two companies for 1911 have every confidence that the price of rubber during next year will exceed 11s. per lb., and therefore we see no reason for anticipating a serious slump in the share of producing rubber undertakings, or in the shares of concerns that will commence tapping within the next two or three years. While the raw rubber market continues in a sound position, as it undoubtedly is at present, the ratio of increase in consumption exhibiting steady expansion, rubber shares are not likely to recede very far. In view of the circumstances referred to, when rubber shares resume their forward movement, Bertams and Rims should not be forgotten, while others deserving attention are Selangors, Singapore Paras, Anglo-Johores, Dennistowns, Gedongs, Rubber Estates of Johore, Patalings, and Sumatra Para.

WONDERS OF NIPPON.

FEATURES OF THE JAPAN EXHIBITION.

The large samples of Japan are still being rapidly unpacked and picturesquely posed about the grounds and buildings of the White City, beyond the litter of packing papers and broken cases there now plainly shows a presentment of the Land of the Rising Sun as good as the promises made about it; and they were said to be too good to be true.

Yesterday, 28th ult., a *Morning Leader* representative was given a foretaste of Nippon (Morning Glories, Wisteria, Cherry Blossom, and Tea Houses all complete). The many delectable things which a thousand writers have raved about, but which have been as inaccessible to most of us as a ducal coronet, will be within reach of bus and tube very shortly.

All exhibitions, as they come along, are much better than the last. But it will be generally voted that the Anglo-Japanese show really is the best. Of course, it simply had to be extraordinarily different. There was no other way. It concerned Japan.

The well known buildings of the White City are as before, though renovated and dazzling. But the grounds, laid out with tea houses in beautiful gardens, are different, and the exhibits are different from anything offered to the exhibition public in this country. Except for the pictures and curios lent by the King from Windsor Castle, it may be said that practically everything Japanese in the exhibition has been specially imported from Nippon. The Japanese Government have been to great expense to send to Shephard's-bush what of the Orient is peculiar to their country, and the exhibition buildings will contain paintings and drawings, ceramics, enamels, jewelry, lacquers, metal work, and other art treasures, never before seen in Europe. Many of these priceless things they have been kept even from those who have visited Japan for the particular purpose of studying its arts. At Shepherd's-bush, therefore, when the exhibition opens early in May, it will be possible to see what travellers in Japan have never seen.

GIANT WRESTLERS.

There will be wrestlers, too—forty huge fellows in the neighbourhood of 6ft., more than proportionately heavy, the darlings of their country's tournaments—who are going to deal with each other mightily in the Canadian Pavilion. These men have hairdressers, masseurs, and cooks, whose sole business it is to wait on them. The tribe of the hairy Ainu, as previously reported, will be there, and large tourist parties will be arriving here from Japan throughout the summer. The first, organised by the well-known newspaper, "Osaka Shimbun," will reach London on 20 May. It was guaranteed yesterday that before the show closes we will have most faithful knowledge of our allies.

From the multitude of surprising exhibits it is difficult to make a selection. There is, for instance, the garden on wheels. This, when it comes on to rain, is run in out of the wet. Yet this garden is a replica of the famous Taikoyang gardens of Tokio, and contains trees 500 years old and a plantation of bamboos. These flourishing trees, however, though gnarled and ancient, clinging to rocks, and bowing over lakes, are no bigger than ordinary geranium. They represent the art of Kibi, the wonderful gardener of Tokio, whose son is here to explain his father's work.

All these exhibits, the "Morning Leader" representative learned, are heirlooms, the children continuing the nurture of the miniature but ancient plant where their father left it.

Young Kibi speaks English fairly well, and by the time English-speaking visitors have done asking him question this summer he'll know it a lot better.

THE MANCHESTER OF JAPAN.

Another remarkable exhibit is the complete model of the great Japanese town of Osaka, the Manchester of Japan. This town has a population of 1,500,000. Its municipality, not wishing us to think their country is all tea gardens and wisteria, put ten men to work on a model of their city, which they finished in four months.

It is built to a scale of one foot in 3,000, and contains even the telegraph posts and trees. It contains also the harbour, with the moles, lighthouses, and ships, 300,000 houses, and 1,200 factory stacks. It has the ancient castle, canals, sea-beaches, smoke from the chimneys, railway trains—in fact, everything, as a visitor present said yesterday (he knew the real city), but the swarms of children in the streets.

Opposite this exhibit, in the Machinery Hall is the stand of the Nippon Yusen Kaisha line of steamers, containing life-size models of cherry trees in blossom, a cedar, wisteria, and maples in young leaf. Here, again, with an amazing effort at realism, actual bark has been imported for the treetrunks, and every branch, twig, leaf, and blossom has been separately adjusted. Altogether, the machinery hall is likely to be a favorite place this year with visitors.

Elsewhere is a vast model of the volcanic mountain, Fuji Yama, made entirely of cocoons of silk. There is a reproduction of the wonderful gate of Kioto, through which in Japan, none but the Imperial family may pass. And the representations of the battles which have shaped Japan's destiny, with the uniforms of the periods in which they were fought, will show the visitor more of the progress the Japs have made than what was vaguely guessed by Westerners after the last great war in the East.

QUEEN ALEXANDRA AND THE NATION.

The full text of the letter from Queen Alexandra, to the Nation, is as follows:—From the depths of my poor broken heart I wish to express to the whole nation and our kind people that we love so well my deepfelt thanks for the touching sympathy of all classes, high and low, in my overwhelming sorrow and unspeakable anguish. Not alone have I lost everything in my beloved husband, but the nation, too, has suffered irreparable loss by its best friend, father, and Sovereign, being thus suddenly called away. God give us all His divine help to bear this heaviest of crosses which He has seen fit to lay on us. His will be done. Give me a thought in your prayers which will comfort and sustain me in all I still have to go through. I confide to your care my dear son, who will, I know, follow in his dear father's footsteps, begging you to show him the same devotion which you showed his dear father. I know that both my dear son and daughter-in-law will do their utmost to merit and keep it.

COMMERCIAL.

TO-DAY'S RUBBER QUOTATIONS.

May 26th, 3.00 a.m.

The following quotations for rubber shares, by wire, are supplied by Messrs. E. S. Kadoorie & Co.:—

Allagars	7/-
Anglo-Javas	Tls. 20
Anglo-Malays	29/6
Balgownies	$23
Batu Tigas	—
Bertams	—
Bukit Kajangs	—
Bukit Rajahs	—
Carey Uniteds	30/- prem.
Castlefields	130/-
Changkat Serdangs	$20
Cheras	$12
Damansaras	180/-
Eastern Internationals	42/6 prem.
Fed. Selangors	—
Glenealys	$3.50
Glenshiels	162/6
Golcondas	140/6
Golden Hopes	—
Highlands and Lowlands	135/-
Indragiris	$35
Inch Kenneths	—
Jequies	—
Jongladors	—
Kamunings	10/- prem.
Kuala Lumpors	205/-
Lanadrons (fully paid)	121/6
Lanadrons (ppd.)	—
Labus	—
Ledburys	105/-
Linggis	61/6
London Asiatics	167/6
London Ventures	8/6
Merlimaus	—
Pajams	$18
Pegohs	$50
Rubber Trusts	60/- prem.
Saggas	—
Sandycrofts	$40
Sapongs	41/-
Seafields	—
Sekongs	35/- prem.
Shelfords	77/6
Singapore & Johores	$20
Sumatra Paras	—
Sungei Chobs	120/-
Sungei Kapars	195/-
Tandjoogs	72/6 prem.
Tangkahs	35/- prem.
Toerangie	7/6 prem nom.
Ulu-Rantu	—
United Serdangs	148/-
United Singapores	$3½ ex rights
United Sumatras	12/6
United Langkats	—

Para Rubber... ... 10/1 per lb.

CEYLON'S OPIUM MONOPOLY.

INDIAN CRITICISM.

The Ceylon Government, it appears, propose to establish a Government monopoly in the sale of opium. No opium, of course, is grown in the island and the Ceylon Government, we understand, have suggested that the Government of India should furnish such supplies as may be required. It may be doubted whether the scheme is altogether feasible, at least so far as the part to be played by the Government of India is concerned; but the proposal is not without its interest as showing the fields open to Indian opium apart from the China trade. China, of course, is not the only customer for Indian opium which finds its way among other places to the Straits, Java and Formosa.—*Pioneer*, May 5.

THE SUGAR TRADE.

EXPORT OF JAPANESE SUGAR TO CHINA.

The *Asahi* notes, according to the translation of the *Japan Chronicle*, that the total production of crude sugar in Formosa this year is estimated at about 230,000,000 kin, and that when the new sugar companies in Formosa, which are now constructing their mills, open operations, the production will increase to a formidable amount. The whole demand for sugar in Japan is now about to be supplied by Formosan sugar, and the import of Java sugar has now almost entirely stopped on account of the high price in Java. It is evident, continues the journal, that there is no more room for a further extension of the importation of foreign sugar into Japan. The sugar industry is so rapidly developing in Formosa that in a few years overproduction will be complained of, all the demand in Japan being filled. The Formosan Government and sugar interests are accordingly concentrating their attention on the question of finding a field of consumption for the surplus of sugar, and China is unanimously considered to be the best field for the extension of the market. As a result of a conference between managers of the branches, the Bank of Formosa has decided to investigate means for exporting Formosan sugar to the interior of China, and, in conjunction with sugar interests in Formosa, has sent commissions to China. The Customs returns of China for 1908 show the importation of foreign sugar into Shanghai and neighbourhood, where the demand for sugar is very large and business connections with Japan close, to be as follows:—

	QUANTITY.	VALUE.
	Piculs.	*Haikwan taels.*
Shanghai	1,417,018	6,804,472
Ching-kiang	612,107	2,758,964
Ningpo	396,424	1,816,640
Wenchow	24,895	123,032
Suchow	20,594	100,272
Hangchow	291,463	1,449,360

All this sugar is supplied by South-China and foreign countries. The Osaka journal adds that the producing expenses in Formosa will gradually decrease, and when the export duty (56 sen on refined and 4 sen on crude sugar per picul) on sugar is discontinued Formosan sugar will be able to cope with foreign sugar successfully. In short, concludes the journal, China is a most promising market for Japanese sugar.

[The Japanese will thus be taxed to supply China with cheap sugar.]

To-day's Advertisements.

"BEAUTY AND THE BEAST."

A Popular Operetta.

A FAIRY TALE PLAY IN 3 ACTS, Re-arranged by PROF. FRANCIS DANENBERG,

will be peformed at the Chinese Y.M.C.A. Hall, on the Evenings of the 27th and 28th inst., at 8.30 P.M. for Members only. And on MONDAY, the 30th inst., FRIDAY, the 3rd, and SATURDAY, the 4th June, the public is invited.

The Performance begins at 9 P.M. each evening.

A MATINEE will be given on WEDNESDAY, the 1st June. 18 Children are taking part in the Play, and the Orchestra of the Sociedade Philarmonica accompanies throughout the whole piece, under the Conductorship of Prof. F. GONZALES

Miss EVELYN DANENBERG, The Baby Artiste, an 8-year-old girl, appears as a Beast with furry skin. "A Prince under a Spell."

Do not miss the opportunity of seeing this Baby Actress on the stage.

This Juvenile Musical Party will be of great interest and beauty to all who come to see them.

Admission $1 & $1. Matinee: Adults $1. Children half-price.

Tickets may be had at Y.M.C.A. and at the Royal Aerated Waters Manufactory, Ice House Street.

Hongkong, 26th May. 1910. [399

IN THE MATTER OF THE COMPANIES ORDINANCES OF HONGKONG, 1865, AND IN THE MATTER OF THE VIENNA CAFE CO., LD.

THE CREDITORS of the above named Company are required, on or before the 15th day of June, 1910, to send their names and addresses, and the particulars of their Debts or Claims to ARTHUR RYLANDS LOWE, Chartered Accountant, St. George's Building, Hongkong, Liquidator of the said Company, and, if so required, by notice in writing by the said Liquidator, are, by their Solicitors, or personally, to come in and prove their said Debts or Claims at such time and place as shall be specified in such notice, or in default thereof they will be excluded from the benefit of any distribution made before such debts are proved.

A. R. LOWE, C.A., Liquidator

Hongkong, 25th May, 1910. [397

FOR SINGAPORE, PENANG AND CALCUTTA.

Taking Cargo on through Bills of Lading to Rangoon, Madras and Mauritius.

THE Steamship "GREGORY APOAR," Captain S. H. Belson, will be despatched for the above Ports on WEDNESDAY, the 1st June, at Noon.

For Freight or Passage, apply to DAVID SASSOON & Co., LIMITED, Agents.

Hongkong, 26th May, 1910. [398

Events Coming.

Friday, 27th May.

Auction sale, miscellaneous goods, China Navigation Co.'s godown, Praya, 11 a.m.

Auction sale, household furniture, "Gonlistan," Conduit Road, 2.00 p.m.

Saturday, 28th May.

Auction sale, salved gear ex s.s. *Taishan*, Hughes and Hough, 11 a.m.

Annual meeting, Peak Tramway Co., noon.

Gymkhana meeting, Race Course.

Craigengower Cricket Club annual sports, Happy Valley.

Tuesday, 31st May.

A. S. Watson & Co., annual meeting, noon.

Watkins, Ld., annual meeting, noon.

Intimations.

THE DAIRY FARM CO., LIMITED.

Choice Australian BEEF, LAMB, MUTTON, and RABBITS.

The "ASAHI" Brewery is situated near the "*Sulfur springs.*"

These Celebrated waters are used in the manufacture of our beers.

Purity guaranteed.

Note Price List:—

"ASAHI" & "SAPPORO" Beer,

per case 4 doz. qts. $18.00

per case 8 doz. pts. $13.50

To be obtained at all Retailers. [34

HONGKONG GYMKHANA CLUB.

THE SECOND MEETING of the Season will be held at Happy Valley, on SATURDAY, the 28th May, commencing at 1.30 P.M.

The Charge of Admission will be $1.00 for others than Members of the Hongkong Jockey Club or Gymkhana Club.

Soldiers and Sailors in uniform Half-price.

The Committee invite the Ladies of Hongkong to be present.

REGINALD F. C. MASTER, Hon. Sec. and Treasurer.

Hongkong, 25th May, 1910. [392

NOTICE OF REMOVAL.

WE have this day REMOVED our OFFICES to 5, QUEEN'S BUILDINGS, Chater Road, hitherto occupied by the National Bank of China.

E. S. KADOORIE & CO.

Hongkong, 14th May, 1910. [372

JAPANESE MASSAGE.

Masseur MEIJI SHA, GRADUATE OF KOBE MESSAGE SCHOOL. ATTENDANCE AT PATIENTS' RESIDENCE. No. 171, WANCHAI ROAD, GROUND FLOOR.

Hongkong, 10th January, 1910. 94

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LD.

(CAPITAL PAID UP .....$1,250,000)

Loans on Mortgage of House Property, &c.
Goods received on Storage.
Advances made on Merchandise.
Loans made on the Provident System.
(Rates and Particulars on application).

THE OFFICE OF TRUSTEE, EXECUTOR OF WILLS, ATTORNEY, &c., Undertaken and Executed.

SHAWAN, TOMES & Co., General Managers.

Hongkong, 10th March, 1908. [41

DR. MACKENZIE'S BURTON ON TRENT INVALID STOUT. SPECIALLY BREWED FOR THE EAST

DR. MACKENZIE'S INVALID STOUT.

UNSURPASSED IN QUALITY AND CONDITION. LIGHT, PALATABLE AND HIGHLY NUTRITIOUS. BEST VALUE.

Per Case 4 doz. Quarts	$18.50
Per Case 8 doz. Pints	20.50
Per Case 8 doz Splits	14.00

To be had also per doz.

H. PRICE & CO., LTD., WINE MERCHANTS, 12, Queen's Road, Central.

Telephone 185.

Hongkong, 12th May, 1910. [19

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY CO.'S
Royal Mail Steamship Line.
"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C.

The only Line that maintains a Regular Schedule Service of
12 DAYS YOKOHAMA TO VANCOUVER. 21 DAYS HONGKONG TO VANCOUVER
SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

Proposed Sailings from Hongkong and St. John, N.B., &c.
(Subject to alteration).
Connecting with Royal Mail Atlantic Steamers.

From Hongkong.	From Quebec.
"EMPRESS OF JAPAN" SATURDAY, JUNE 4TH.	"EMPRESS OF BRITAIN" FRIDAY, JULY 1ST.
"EMPRESS OF CHINA" SATURDAY, JUNE 25TH.	"ALLAN LINE" FRIDAY, JULY 22ND.
"EMPRESS OF INDIA" SATURDAY, JULY 16TH.	"EMPRESS OF IRELAND" FRIDAY, AUGUST 12TH.
"MONTEAGLE" TUESDAY, AUGUST 16TH.	.....
"EMPRESS OF JAPAN" SATURDAY, AUGUST 6TH	"ALLAN LINE" FRIDAY, SEPT. 2ND.
"EMPRESS OF CHINA" SATURDAY, AUGUST 27TH.	"EMPRESS OF IRELAND" FRIDAY, SEPT. 23RD.

"Empress" Steamers will depart from Hongkong at 6 p.m.
"Monteagle" " " 12 noon.

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at St. John, N.B. or Quebec with Atlantic Mail Steamer as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, Speed 20 Knots, and are regarded as second to none on the Atlantic. The "Empress" Steamers on the Pacific and on the Atlantic are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal points in Canada, the United States and Europe, also Around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line) £71.10/-

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES—Special rates (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic, and Consular Services, European Civil Services Officials located in Asia, and to European Officials in the service of the Governments of China and Japan, and the families.

Through Passengers are allowed Stop over privileges at the various points of interest en route.

R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON. Intermediate on Steamers and 1st Class in Canadian and American Railways.

Via Canadian Atlantic Port ..... £43.
Via New York ..... £45.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—
D. W. CRADDOCK, General Traffic Agent,
12] Corner Pedder Street and Praya (opposite Blake Pier).

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

For	Steamship	On
MANILA	*LOONGSANG**	...FRIDAY, 27th May, 4 P.M.
SHANGHAI	*HANGSANG* †	...SUNDAY, 29th May, Daylight.
TIENTSIN	*CHEONGSHING**	WED'DAY, 1st June, 4 P.M.
MANILA	*YUENSANG**	...FRIDAY, 3rd June, 4 P.M.
SHANGHAI, KOBE & MOJI	*FOOKSANG* †*	...FRIDAY, 10th June, Noon.

RETURN TOURS TO JAPAN (OCCUPYING 24 DAYS).

The steamers *Kutsang, Namsang* and *Fooksang* leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

* Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Yangtsze Ports, Chefoo, Tientsin & Newchwang.

For Freight or Passage, apply to **JARDINE MATHESON & CO., LD.**,
Telephone No. 215. General Managers.
Hongkong, 26th May, 1910. 18

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers.	To Sail.
AMOY, NINGPO, CHEFOO and NEWCHWANG	"PAOTING"	27th May, 4 P.M.
SHANGHAI	"LINAN"	29th " Daylight.
WEIHAIWEI, CHEFOO & TIENTSIN	"HUICHOW"	29th " Daylight.
MANILA	"TAMING"	31st " 3 P.M.
CEBU & ILOILO	"KAIFONG"	31st " 4 P.M.
SHANGHAI	"ANHUI"	2nd June, 4 P.M.

Reduced Saloon Fares, single and return, to Manila and Australian Ports.

DIRECT SAILING TO WEST RIVER, Twice Weekly.
S.S. "LINTAN" and S.S. "SANUI."

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A duly qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN-SCREW STEAMERS and TIENTSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms and Dining Saloon.

SHANGHAI LINE.

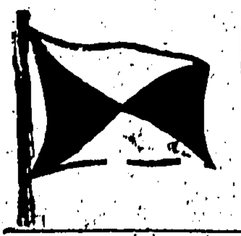
FAST SCHEDULE TWIN-SCREW STEAMERS (*Anhui, Chenan, Linan, Chinhua,*) —with excellent passenger accommodation, Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtsze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

Fares:—$45 single, $80 return.

For Freight or Passage, apply to **BUTTERFIELD & SWIRE,**
Telephone No. 36. AGENTS.
Hongkong, 26th May, 1910. 19



HONGKONG—MANILA.
CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI	2540	A. Fraser	MANILA	SATURDAY, at Noon, 28th May,
ZAFIRO	2540	R. Rodger	"	SATURDAY, at Noon 4th June,

For Freight or Passage, apply to
SHEWAN TOMES & CO.,
GENERAL MANAGERS.
Hongkong, 26th May, 1910. 11

Shipping—Steamers.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.
(Subject to Alteration.)

TRANS-PACIFIC SERVICE,

Connecting at TACOMA with
THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY,
-AND
THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY,
(The only direct train service, without transhipment, also shortest and fastest route from the Pacific Coast to CHICAGO). Taking Cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal Ports in Mexico, Central and South America.

For	Steamers	G. Tonnage	Leaves
TACOMA v. KEELUNG, MOJI, KOBE AND YOKOHAMA	"TACOMA MARU" Capt. H. Yamamoto	6,178	WED'DAY, 15th June, at Noon.
TACOMA v. MOJI, KOBE AND YOKOHAMA	"PANAMA MARU" Capt. ———	———	WED'DAY, 29th June, at Noon.

The Co.'s newly built steamers have fair speed. Superior accommodation for steerage passengers situated **AMIDSHIP.** A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE.

For	Steamers	Leaves
TAMSUI v. SWATOW & AMOY.	"DAIJIN MARU" Captain Y. Koburaki	SUNDAY, at 10 A.M. 29th May,
SHANGHAI via SWATOW, AMOY and FOOCHOW	"BUJUN MARU" Captain Y. Fuseno	THURSDAY, at 8 A.M. 2nd June,

Fair speed. Superior passenger accommodation. Electric light throughout. First class cuisine.

The newly built steamers: "OHOSHUN MARU" and "BUJUN MARU"—First class Cabins **AMIDSHIP.**

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office at Second Floor, No. 1, Queen's Buildings.

T. ARIMA, Manager.
Hongkong, 25th May, 1910. 16

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	SAILING DATES. 1909
MARSEILLES, LONDON AND ANTWERP Via SINGAPORE, PENANG, COLOMBO AND PORT SAID	TANGO MARU, Capt. A. Christiansen, Tons 8,000	WEDNESDAY, 8th June, at Daylight.
	KAMO MARU, Capt. F. L. Sommer, Tons 9000	WEDNESDAY, 22nd June, at Daylight.
	AKI MARU, Capt. K. Homma, Tons 7000	WEDNESDAY, 6th July, at Daylight.
VICTORIA, B.C., & SEATTLE	§ KAMAKURA MARU, Capt. J. Nagao, Tons 7000	SATURDAY, 18th June From KOBE.
VICTORIA, B.C., & SEATTLE v. KEELUNG, SHANGHAI, MOJI, KOBE YOKKAICHI, SHIMIZU & YOKOHAMA	§ AWA MARU, Capt. S. Isnikawa, Tons 7000	TUESDAY, 21st June, at 4 P.M.
	§ INABA MARU, Capt. K. Kawara, Tons 7000	TUESDAY, 19th July, at 4 P.M.
SYDNEY AND MELBOURNE, Via MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE	KUMANO MARU, Capt. M. Winckler, Tons 6000	FRIDAY, 10th June, at Noon.
	YAWATA MARU, Capt. T. Sekine, Tons 5000	FRIDAY, 8th July, at Noon.
BOMBAY, VIA SINGAPORE AND COLOMBO	* BINGO MARU, Capt. S. J. G. Parsons, Tons 7000	TUESDAY, 31st May.
NAGASAKI, KOBE and YOKOHAMA	YAWATA MARU, Capt. T. Sekine, Tons 5000	WEDNESDAY, 8th June, at Noon.
KOBE and YOKOHAMA	AKI MARU, Capt. K. Homma, Tons 7000	MONDAY, 30th May, P.M.
SHANGHAI, MOJI & KOBE	‡ TOSA MARU, Capt. Y. Nomura, Tons 6000	THURSDAY, 26th May, P.M.

CHEAPEST SUMMER RATES
BETWEEN
HONGKONG and JAPAN PORTS.

COMMENCING AKI MARU 30TH MAY, ENDING 30TH SEPTEMBER, 1910.

Special Excursion Tickets (1st & 2nd class) available for 3 months.

	YOKOHAMA RETURN.	KOBE RETURN.	MOJI RETURN.	NAGASAKI RETURN.
1st Class	$120	$110	$100	$90
2nd "	$ 80	$ 70	$ 60	$50

With option of rail between calling ports in Japan.

§ Fitted with new system of wireless telegraphy. ‡ Cargo only. * Carries deck passengers

| Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN and NORTHERN PACIFIC RAILWAYS and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd class through passengers have the option of travelling by Rail.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

T. KUSUMOTO,
Manager. 15

Shipping—Steamers

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM
FOR
STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bill's of Lading issued for BATAVIA PERSIAN GULF, CONTINENTAL, AMERICAN and SOUTH AFRICAN PORTS.)

THE Steamship
"DEVANHA,"
Captain H. Powell, carrying His Majesty's Mails, will be despatched from this for BOMBAY, &c., on SATURDAY, the 28th May, 1910, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's R.M.S. *China*, 7912 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed via Bombay by the R.M.S. *Himalaya*, due in London on 10th July, 1910.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to
R. A. HEWETT,
Superintendent.
Hongkong, 16th May, 1910. 14

"SHIRE" LINE OF STEAMERS, LIMITED.

FOR LONDON, ROTTERDAM AND ANTWERP.

THE Steamship
"MONMOUTHSHIRE,"
Captain G. E. Warner, will be despatched as above on or about 27th inst.

For Freight or Passage, apply to
JARDINE, MATHESON & CO., LTD.,
Agents.
Hongkong, 4th May, 1910. 317

REGULAR STEAMSHIP SERVICE TO NEW YORK,
VIA PORTS AND SUEZ CANAL
(With Liberty to Call at Malabar Coast.)

PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK ONLY:
S.S. "SURUGA".....About 1st June.

For Freight and further Information, apply to
DODWELL & Co., LIMITED,
Agents.
Hongkong, 26th May, 1910. 16

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
(Calling at Timor, Port Darwin, and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship
"EMPIRE,"
Captain Helms, will be despatched as above on MONDAY, the 30th inst., at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 13th May, 1910. 370

THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the principal ports in Mexico, and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR VANCOUVER, B.C., TACOMA & SEATTLE VIA MOJI, KOBE AND YOKOHAMA

Steamer	Tons	Captain.	Sailing Date
Oceano	4,657	F. W. Davies	1910 11th June
Suveric	6,232	F. S. Cowley	18th June
Kumeric	6,232	J. Mathie	5th July
Aymeric	4,363	J. Boyd	26th July

* This steamer will NOT call at Shanghai.

These steamers are specially fitted for the carriage of Asiatic Steerage passengers.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to
DODWELL & CO., LIMITED,
General Agents.
Queen's Buildings.
Hongkong, 23rd May, 1910. 11

Shipping—Steamers.

FOR SHANGHAI, KOBE AND MOJI.

THE Steamship
"ARRATOON APCAR,"
Capt. W. D. A. Thomas, will be despatched for the above Ports on SATURDAY, the 28th May, at Noon.

This Steamer has Superior Accommodation for Passengers, is installed throughout with Electric Light and carries a duly certified Doctor.

RETURN TOURS TO JAPAN
(Occupying 20 days).

Return tickets are available by the Indo-China Steam Navigation Co.'s steamers.

Fare for round trip $120.

For Freight or Passage, apply to
DAVID SASSOON & Co., LIMITED,
Agents.
Hongkong, 21st May, 1910. 389

THE AMERICAN AND ORIENTAL LINE.

FOR NEW YORK,
(With Liberty to Call at the Malabar Coast).

THE Steamship
"AFRICAN PRINCE,"
will be despatched for the above Port on TUESDAY, the 14th June, 1910.

For Freight or Passage, apply to
ARNHOLD, KARBERG & CO.,
General Agents.
Hongkong, 17th May, 1910. 378

Intimations

PABST EXTRACT.

THE best TONIC for keeping in perfect health in the Tropics.

It is a liquid food in predigested form, containing all the bracing, soothing and toning effects of the choicest hops. Nearly Non-alcoholic.

Highly recommended by the local medical profession in cases of Debility after Malaria, from overwork or other causes, Anæmia, Nervousness or Dyspepsia. Samples on application.

ALSO JUST RECEIVED—

PABST (American) BEER, in barrels of 120 bottles. In view of the arrival of the American fleet in a few days, please order early, as our stock is limited.

SIEMSSEN & CO.,
Agents.
Hongkong, 13th December, 1909. 40

F. BLACKHEAD & Co.,

SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSON AGENTS,
GROUND FLOOR,
ST. GEORGE'S BUILDING,
HONGKONG,
SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR
HARTMANN'S RAHTJEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT DAIMLER'S PATENT MOTOR LAUNCHES,
&c., &c., &c.

Sole Agents for
FERGUSON'S SPECIAL CREAM
and
P. & O. SPECIAL LIQUER SCOTCH WHISKY, &c.

EVERY KIND OF
SHIP'S STORES AND REQUISITES ALWAYS IN STOCK
AT
REASONABLE PRICES.
Hongkong, 9th March, 1909. 39

A TOO STABLE.

LEIGHTON HILL ROAD.
(next to No. 1, Police Station).

HAS established a SHOEING FORGE at Leighton Hill Road where Horses and Ponies can be shod by EXPERIENCED SHANGHAI FARRIERS by arrangement.

Shoeing of Horses and Ponies also undertaken at Kowloon on receipt of Owners' instructions.

PRICES:

At the Stables or anywhere in Hongkong, $2 per animal.

At Kowloon, $3 per animal.

A TOO STABLE,
Leighton Hill Road.
Hongkong, 23rd March, 1910. 272

Dentistry.

Dr. M. H. CHAUN,

DENTAL SURGEON,
33, QUEEN'S ROAD CENTRAL, 1ST FLOOR,
ROOMS 2 and 3.

From the University of Pennsylvania, U.S.A.

Telephone 126.
Hongkong, 27th January, 1910. 2

TSIN TING

LATEST METHODS OF DENTISTRY.

STUDIO AT No. 14, D'AGUILAR STREET.

REASONABLE FEES.

Consultation Free.
Hongkong, 29th June, 1904.

RUBBER ESTATE RETURNS.

	Mar.	April	Total.
Allagar	2,050	2,400	8,300
Alor Pongsu		1,150	1,150
Alma		600	600
Anglo Malay	53,167	48,839	201,030
Ayer Molek			1,344
Ayer Kuning			200
Balgownie	9,028	8,673	33,904
Bantong	1,464	1,381	5,410
Batu Caves	13,611		29,835
Batu Tiga	6,300	6,123	23,180
Bertam	9,588	10,000	42,088
Bukit Kajang	2,603	3,751	8,937
Bukit Rajah	41,687		145,373
Bukit Lintang	2,850	3,000	10,350
Bikam	6,930 (for six months)		
Carey United	8,000		19,550
Castlefield	2,800	2,700	11,012
Changkat Serdang	3,787	3,003	9,596
Cicely	9,625		28,181
Consolidated Malay	24,112		68,185
Caledonia	16,000		50,760
Damansara	20,854		5 [illegible]
Edinburgh	5,800		16,450
Federated (Sabor)	6,473		30,226
F.M.S. Rubber	24,450	29,330	98,819
Gedong	11,500		24,000
Glenealy	1,663	2,045	5,603
Glenshiel	2,172	2,316	8,110
Golden Hope	6,101	6,836	19,083
Golconda	12,228		33,737
Harpenden	5,100		11,045
High & Lowlands	47,273	42,265	173,438
Inch Kenneth	13,182		37,463
Jugra		7,170	7,170
Kapar Para	9,878		26,343
Kamuning	6,332	6,293	24,634
Kempsey	2,304	2,043	9,195
Kepong	2,900	2,475	7,784
Kuala Klang	1,692		
Krian Rub. Est.	2,091		5,773
Kuala Lumpur	47,000	38,600	172,910
Labu	16,112	14,710	53,939
Lanadron	27,717	29,818	106,740
Ledbury	8,552	8,234	32,854
Linggi	63,500	60,500	239,500
London Asiatic	9,851	9,574	35,892
Malacca Plant	27,000		81,001
Merton		1,788	1,788
North Hummock	5,037		
Nova Scotia	6,000		16,050
Pajam	2,000	2,300	6,650
Pataling	31,368	28,744	97,744
Pegoh	3,314	3,400	11,285
Perak Plant	8,850		28,212
Port Dickson	621		1,676
Ribu Rubber		4,396	13,719
Rubana	11,000		33,220
Sungai	5,369	5,593	20,020
Selaba	4,423	5,025	14,948
Sungei Choh	3,550	3,300	12,850
Sungei Kapar	19,000		53,000
Sandycroft	6,280	5,000	27,566
Seafield	11,437		28,937
Selangor	33,188		66,781
Seremban	37,540	31,445	110,182
Senawang	5,320	4,305	13,904
Shelford	6,000		15,700
S'pore & Johore	8,317	8,156	30,995
Singapore Para	4,200	5,300	18,800
Straits Rubber	28,500		
Sungei Salak	1,895		4,771
Tai Ayer	11,500		31,500
Trafalgar		70	270
Trong	1,084	1,300	3,460
United Singapore	1,014		
Vallambrosa	370,902 (year to end March)		

[From the end of February all totals are calculated for the calendar year instead of the financial year, which differs with many companies. Managers of Estates, returns for which, in above list are incomplete, will help to make the list more useful if they will kindly fill in the gaps.—*Singapore Free Press.*]

COMMERCIAL

TO-DAY'S EXCHANGE.

Selling.

London—Bank T.T.	1/9 7/16
Do. demand	1/9⅛
Do. 4 months' sight	1/8⅛
France—Bank T.T.	2.26
America—Bank T.T.	38
Germany—Bank T.T.	83
India T.T.	134½
Do. demand	134⅝
Shanghai—Bank T.T.	72½
Singapore—Bank T.T. per H.K. Stmr	63⅛
Japan—Bank T.T.	97½
Java—Bank T.T.	107½

Buying.

4 months' sight L/C.	1/9⅝
6 months' sight L/C.	1/10
30 days' sight San F'co & New York	44½
4 months' sight do.	45⅛
30 days' sight Sydney & Melbourne	1/10½
4 months' sight France	2.30
6 months' sight "	2.32
4 months' sight Germany	1.87½
Bar Silver	24 11/16
Bank of England rate	4%
Sovereign	$11.17

THE WEATHER.

On the 26th at 12 05 p.—Except over the S. Philippines the barometer has fallen slightly at all stations.

The depression appears to be situated in the neighbourhood of the Ballingtang Channel and to be moving towards N. to N.E. It gives no indication of being a severe disturbance.

Pressure is highest over S. Japan. It remains low over Manchuria.

Fresh to strong N.E. winds may be expected in the Formosa Channel and N. to W. winds over the northern shores of the China Sea.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

FORECAST.

1.—Hongkong and Neighbourhood, Variable winds, moderate; fair.

2.—Formosa Channel, N.E. winds, fresh or strong.

3.—South coast of China between Hongkong and Lamocks, N.W. to W. winds, moderate.

4.—South coast of China between Hongkong and Hainan, Same as No. 3.

SHIPPING AND MAILS

MAILS DUE.

German (*Prinz Sigismund*) 29th inst.
Indian (*Lyeemoon*) 30th inst.
German (*York*) 1st prox.
American (*Asia*) 7th prox.
American (*Mongolia*) 14th prox.

The Bank Line s.s. *Kumasie* left Yokohama on 25th inst., for Hongkong via ports.

The Bank Line s.s. *Oceana* left Manila on 25th inst., and is due here on 28th inst.

The Apcar Co.'s s.s. *Lightning* from Calcutta left Singapore yesterday afternoon, and may be expected here on 30th inst.

The P. M. S. S. Co.'s s.s. *Mongolia* sailed from San Francisco on 24th inst., for Hongkong *via* Honolulu, Yokohama, Kobe, Nagasaki and Manila, and is due at this port on 27th prox.

ARRIVED.

Peking, Swed. s.s., 2,117, T. Egbert, 25th May—Shanghai 22nd May Gen.—M. & Co.

Hongkong, Fr. s.s., 739, A. Cornelleren, 25th May—Haiphong via Hoihow 22nd May Gen.—A. R. Marty.

Hang Sang, Br. s.s., 1,356, S. Vilde, 25th May—Shanghai and Swatow 19th May Gen.—L. M. & Co.

Monmouthshire, Br. s.s., 3,197, Warner, 25th—Nagasaki 18th May Gen.—J. M. & Co.

Hang Moh, Br. s.s. 2,555, R. S. Bainbridge, 25th May—Singapore 19th May Gen.—Teck Sing.

Assaye, Br. s.s. 4,158, O. Jones, R.N.R., 25th May—Bombay 11th May Mails and Gen.—P. & O. S. N. Co.

Kagoshima Maru, Jap. s.s., 2,731, Shimokawa, 26th May—Moji 20th Coal.—A. & Co.

Chenan, Br. s.s., 1,150, W. Lloyd Jones, 25th May—Canton 24th May Gen.—B. & S.

Michael Jebsen, Ger. s.s., 957, J. Pedersen, 26th May—Saigon 21st May Rice.—J. Co.

Telemachus, Br. s.s., 1,340, Edwards, 26th May—Saigon 20th May Gen.—Wo Fat Sing.

Empire, Br. s.s., 2,843, E. T. Helms, 6th May—Kobe 21st May Gen.—G. L. & Co.

Kaigan, Br. s.s., 1,112, G. D. Mills, 26th May—Saigon 21st May Rice.—B. & S.

Phranang, Ger. s.s., 1,026, von Mangelsdorff, 26th May—Bangkok and Swatow 25th May Rice.—B. & S.

Paoting Br. s.s., Jones, 26th May—Canton 25th May Gen.—B. & S.

Arrivals at the Harbour Office.

Haldis, for Bangkok.
Kaigan, for Hankow.
Honsenah, for Amoy.
Kumasie, for Singapore.
Lightning, for Hoihow.
Dorient, for Saigon.
Monmouthshire for Singapore.
Coast Prince, for Shanghai.
Borneo, for Kodat.
Shuntung, for Shanghai.
Assaye, for Shanghai.
Peking, for Saigon.
Changsha, for Manila.

Departed.

May 26.

Haldis, for Foochow.
Silvia, for Singapore.
Belgravia, for Singapore.
Kumsang, for Calcutta.
Tsao Yang, for Kobe.
Changsha, for Fremantle.
Borneo, for Australian Ports.
Bintang, for Saigon.
Shuntung, for Shanghai.
Limau, for Canton.
Hangtung, for Canton.

Per *Hangsang*, from Shanghai and Swatow—Mr Vareace.

Per *Empress of Japan*, for Hongkong from Vancouver—Mr. and Mrs. C. H. Ross. From Kobe—Mr. and Mrs. Welsford Miss Welsford, Mr. Chan Yat Tong and servant. From Shanghai—Messrs. Sun Ping Chew, Wong Kim Young and T. A. Deckhoff.

Per *Assaye*, for Hongkong from Bombay—Mrs. I. Fitzgerald, Mr. and Mrs. Kadoma and infant, Major Cartwright, Messrs. A. Ebramji and A. Roche Rensden. From London Mr. A. Pudden From Marseilles—Miss Eyre. From Colombo—Mr. M. Simkoff From Port Said—Mr. and Mrs. Simon. From Penang—Miss Hewett, and Miss Norchi. From Singapore—Capt. and Mrs. Jacketson, Mr. H. Butterfield, Drs. Muller, Gordon, Messrs. A. Clark, Long Poh, Drummond, Wilks, S. Steffens C. Foo, 2 Civil Servants, and 2 Mail Stampers. For Manila from London—Mrs. McMurray and infant. For Shanghai from Bombay—Mr. Madrasewalla and child. From London—Messrs. A. Bullock and W. Preedy. From Colombo—Mr. M. Simkoff. From Singapore—Mr. F. Jones, Mr. and Mrs. Reinta Bek and infant, Messrs. H. Wallam, I. Appesley and A. Levy and amah. For Kobe from Bombay—Mr. H. Inomya For Yokohama—Capt and Mrs. Baker-Carr, 3 children and nurse From Penang—Mr. M. Duncan and native servant.

Shipping Reports.

Str. *Hangsang*, from Shanghai and Swatow:—Fresh N.E. monsoon and heavy E'ly swell and rough sea.

Str. *Hongmoh*, from Singapore:—Fine weather to Paracel Islands; thence fresh North to North East gale, with heavy sea to arrival.

Str. *Empire*, from Kobe:—Sailed from Kobe on Saturday, May 21st, at noon strong N'ly wind prevailed; in the China sea fine hazy weather throughout.

Str. *Telemachus*, from Saigon:—Fine weather to Cape Varella. Then heavy N'ly gales (N.W. N.E.) and high head seas to 150 m. of Gap Rock.

Str. *Monmouthshire*, from Hankow:—Light variable winds to Turnabout, strong N.E. wind with high Sea to Breaker Point, moderate E.N.E. wind thence to Hongkong.

DOCK RETURNS.

HONGKONG AND WHAMPOA DOCKS.

S.M.S. Cormoran	at	Kowloon	Dock.
John Prentice	"	"	"
Gloria	"	"	"
St. Enoch	"	"	"
Union	"	"	"
Tjibodas	"	"	"
Merapi	"	"	"

TAIKOO DOCKS.

Argus	at	Quarry Bay	Docks.
Cyclops	"	"	"
Suveric	"	"	"
Tai On	"	"	"
Korat	"	"	"
Chenan	"	"	"
Tamsui	"	"	"

VESSELS IN PORT.

STEAMERS.

Amiral Duperre, Fr. s.s., 3144 Marton, 24th May—Anvers 1st April Gen.—C. R.
Antraet, Ger. s.s., 1,102, Schimpff, 24th May—Dairy 17th May Coals—M. & Co.
Arratoon Apcar, Br. ss., 1,931, W. D. A. Thomas, 24th May—Calcutta and Straits 8th May Gen.—D., S. & Co. Ld.
Bourbon Fr. s.s., 1,200, Ross, 24th May—Saigon 20th May Gen.—Man Fat.
China, Am. s.s., 5,060, D. E. Friele, 15th May—San Francisco 19th April Mails and Gen.—P. M. S. S. Co.
China, Aust. s.s., 1,868, J. Bergquist, 23rd May—Shanghai 20th Gen.—S., W. & Co.
Choising Ger. s.s., 1,011, Bruhn, 25th May—Bangkok 12th May Rice and Wood.—B. & S.
Dalin Maru, Jap. s.s., 899, Y. Kaburaki, 25th May—Tamsui, Amoy and Swatow 24th May Gen.—O. S. K.
Derwent, Br. s.s., 1,562, J. Jenkins, 18th May—Saigon 14th May Rice.—Man Fat & Co.
Empress of Jap Br. s.s., 13,309, H. Pyhus, 5th May—Shanghai 23rd May Mails and Gen.—C. P. R. Co.
Gregory Apcar, Br. s.s., 2,961, S. H. Belson, 25th May—Moji 20th May Gen—D. S. Co., Ld.
Haitan Br. s.s., 636, J. W. Evans, 25th May—Swatow 14th May Gen.—D., L. & Co.
Haidis, Nor. s.s., 1,065, Solberg, 18th May—Bangkok 10th May Rice.—Chinese.
Halmon, Br. s.s., 636, J. W. Evans, 24th May—Swatow 23rd May Gen.—D., L. & Co.
Heimdal, Nor 762, T. Johnson, 23rd May—Fremantel 1st May Sandal Wood.—Order.
Hue, Fr. s.s., 742, Fanier, 8th May—Haiphong 5th May Gen.—M. & Co.
Johanne, Ger. s.s., 952, M. Ipland, 21st May—Bangkok 15th May Rice.—J. & Co.
Keong Wai, Ger. s.s., 1,115, J. Köhler, 19th May—Bangkok 12th May Rice and Teakwood.—B. & S.
Korat, Ger. s.s., 1,229, W. Schmidt, 17th May—Bangkok 5th May Rice.—Order.
Loongsang, Br. s.s., 1,092, F. Wheeler, 23rd May—Manila 10th May Gen.—J., M. & Co.
Manchuria, Am. s.s., 8,750, A. Dixon, 22nd May—San Francisco 26th April Mail and Gen.—P. M. S. S. Co.
Merapi, Dutch s.s., 1,597 E. Uldall, 20th May—from Java, Sugar.—Kin Tye Loong.
Montrose, Br. s.s., 2,876, R. Clegg, 21st April—from Moji Ballast.—Order.
Pheumpenh, Br. s.s., 1,065, J. H. Scott, 19th May—Saigon 15th May Rice and Gen.—Wo Fat Sing.
Pongtong, Ger. s.s., 997, W. Böteführ, 16th May—Bangkok 5th May Rice.—B. & S.
Rubi, Br. s.s., 1,619, A. Fraser, 23rd May—Manila 7th May Ballast.—S., T. & Co.
Shing Shun, Chi. s.s., 808, Markussen, 16th May—Saigon 12th May Rice.—Dep. Ting Kee.
Severic, Br. s.s., 4,011, Cowley, 4th May—Manila 1st May Gen.—D & Co.
Tamon Maru, Jap s.s., 3100, Y. Yamashita, 24th May—Miike 19th May Coal.—M. B. K.
Tjikini Dut. s.s., 2,000, H. Koops, 6th May—Nagasaki 29th April Gen.—J. C. J. L.
Tsintau, Ger. s.s., 1,002, S. Heyenga, 21st May—Bangkok 13th May Rice and Meal.—B. & S.
Ulv, Nor. s.s., 887, V. Pedersen, 25th May—24th May Beans and Oil.—Aagaard Thoresen & Co.
Venetia Br. 2,333, H. E. Purdon, 25th May—Moji 19th May Coal.—Dodwell & Co.
Victoria, Swed. s.s., 980, Thos Eckert, 24th May—Huiphong 19th May and Hoihow 22nd Rice and Gen.—Wallem & Co.

SAILING VESSEL.

Arrow, Br. 4-masted barque, 2,971, McIvor, 20th May—Anjer 8th April, Oil.—Standard Oil & Co.

Post Office.

Only fully prepaid letters and postcards are transmissible by the Siberian Route to Europe.

Mails from Europe via Siberia:—

Date of Despatch from London...	Date due in Hongkong...	Vessel.
6th & 7th May	To-morrow	*Devanha*

Swatow, Amoy and Foochow—Per *Hailan*, 27th May 9 A.M.
Singapore, Penang and Calcutta—Per *China*, 27th May 11 A.M.
Bangkok—Per *Pontiac*, 27th May 11 A.M.
Straits and Colombo—Per *Moumouthshire*, 27th May 11 A.M.
Saigon—Per *Dorient*, 27th May NOON
Newchwang—Per *Fri*, 17th May 1 P.M.
Macao—Per *Sui Tai*, 27th May 1.15 P.M.
Manila—Per *Loongsang*, 27th May 3 P.M.
Amoy, Ningpo, Chefoo and Nehwang—Per *Pontiac*, 7th May 3 P.M.
Hainhong—Per *Hon kong*, 28th May 9 A.M.
Manila—Per *Rubi*, 28th May 10 A.M.
Shanghai, Nagasaki, Kobe, Shimidzu, Yokohama, Honolulu and San Francisco—Per *China*, 28th May 10 A.M.
Shanghai, Kobe and Moji—*A Apcar*, 28th May 10 A.M.
Europe, &c., India, *via* Tuticorin—Per *Devanha*, 28th May 11 A.M.
Macao—Per *Sui Tai*, 28th May 1.15 P.M.
Shanghai—Per *Hangsang*, 28th May 5 P.M.
Chefoo and Tientsin—*Hulchow*, 29th May 5 P.M.
SHANGHAI VIA SIBERIAN Mail to Europe—Per *Liman*, 28th May 6 P.M.
Swatow, Amoy and Tamsui—Per *Daijin Maru*, 29th May 9 A.M.
Timor, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide, Dunedin, Perth and Fremantle—Per *Empire*, 30th May 11 A.M.
Chefoo and Tientsin—Per *Kutchow*, 30th May 5 P.M.
Swatow, Amoy and Foochow—Per *Haiyang*, 31st May 9 A.M.
Manila—Per *Taming*, 31st May 2 P.M.
Cebu and Iloilo—Per *Haifong*, 31st May 3 P.M.
Singapore, Penang and Calcutta—Per *Chenan*, 1st June 10 A.M.
Europe, &c., India, *via* Tuticorin—Per *Darjeeling*, 1st June 11 A.M.
Batavia, Cheribon, Samarang, Soerabaya, and Macassar—Per *Tjikini*, 1st June NOON.
Tientsin—Per *Chenesking*, 1st June 3 P.M.
Shanghai—Per *Anhui*, 2nd June 3 P.M.
Manila—Per *Yuen ang*, 3rd June 5 P.M.
Keelung, Shanghai, Nagasaki, Kobe, Shimedzu Yokohama, Honolulu and San Francisco—Per *Manchuria*, 3rd June 5 P.M.
Shanghai, Nagasaki, Kobe, Yokohama, Victoria, and Vancouver (B.C.)—Per *Empress of Japan*, 4th June 5 P.M.
Europe, &c., India *via* Tuticorin—Per *Tourane*, 7th June 11 A.M.
Shanghai, Kobe and Moji—Per *Fookwang*, 10th June 11 A.M.
Shanghai, Nagasaki, Kobe, Yokkaichi Shimidzu, Yokohama, Honolulu and San Francisco (Siberian Mail to Europe)—Per *Chiyo Maru*, 16th June 6 P.M.

VISITORS AT THE HOTELS.

HONGKONG.

Adams, E. W.
Adams, P. R.
Aleb, Dr. D. C.
Austin, F.
Apcar, Mrs. E. M. A. and maid
Backhouse, J. H.
Bonvy, A. A.
Bunner, Mr. W. C.
Champlin Mrs. J. D.
Clark, M. O.
Clark, O. D.
Condon, H. L.
Cowley, F. S.
Curry, G.
Dickhoff, H.
Dodge, H.
Dorian, J. H.
Dunn, Mr. and Mrs. Z. E.
Dunrich, A. E.
Farwell, A. L.
Fisher, H. G.
Fox, Mr. and Mrs.
Freeborn, Mrs. T.
Gall, Mr. D.
Gilchrist, J.
Gordon, F.
Gonthonm, V.
Hall, Capt. T. P.
Harper, Mr. and Mrs. F. F. G.
Harris, Mr. & Mrs. F.
Haarland, Capt.
Held, A. H.
Kenneth, C. F.
Kraft, Mrs. W. D.
Kraft, Miss
Lappan, Miss M.
Law H. D.
Lloyd, Mr. G. T.
Lopes, J. M.
MacDonald, D.
Mandell, S.
Marker, H. L.
Marriott, Dr. C.
Martin, R. C.
McBride, Capt. J.
Mawley, Mrs. G. L. & child,
McGinness, Miss M.
McIntosh, G. G.
McNaughton, D. G. M.
Meeson, Mrs
Menagh, J. E.
Nerecki, John
Morse, H. J.
Moulder, A. B.
Norbi, Miss
Pottinger, W. G.
Potts, E.
Ray, E. H.
Ricketts, W. R.
Simon, Mr. & Mrs. A.
Robinson, P.
Rodger, R. K.
Solomon, H. H.
Spalding, R.N., Surgeon and Mrs. A. D.
Spitzer, F.
Stafford, S.
Square, Miss A.
Sundheimer, W. A.
Tappen, Mrs. F. H.
Taylor, Miss S. L.
The Maharajah of Mourlehanj and 2 servants.
Thompson, Mrs. M. L.
Thornton, Mrs. F. P.
Trantschold, W. W.
Vallance, J.
Walton T.
Watkins, O. E.
Welsford, Miss
Welsford Mr. & Mrs. S.
Westcott, C. F. and child
White, D.
Whitmarsh, A.
Wood, G. G.
Wright, T. S.
Young, Capt. H. F.
Yule Mr. and Mrs. E. H.

PEAK.

Alabaster, Mr. & Mrs.
Asay, Mrs.
Aubrey, Dr.
Bayard, Col.
Bell, Capt. and Mrs.
Bowdler, Mrs.
Bowen, Mr. and Mrs.
Dodgson, Lt. and Mrs.
Dutton, Mr.
Eunis, Rev. and Mrs.
Fayrer, Sir Joseph and Lady
Finch, Capt. and Mrs.
Frisk, F. A.
Galloway, Mr. & Mrs. A. D.
Gell, J.
Hancock, Mr. & Mrs. H.
Haseland, F. A.
Highton, Engr.-Comdr.
Hind, W. B.
Hitchcock, Mr. & Mrs.
Hockaday, W. T.
Hodgins, Mrs.
Hughes, Rev.
Jack, Miss
Jacks, P.
John, Col. St.
Kobischmidt, Mr. & Mrs.
Koren, E.
Lack, Mr. and Mrs.
Lakin, Mr.
Lassell, S. L.
Lauder, Lt. Col.
Lawder, Mr. & Mrs. C.
Leask, Mr.
Lloyd, J. S.
Logan, Mr.
Lyddon, Capt. & Mrs.
Marmy, V. E. T. de
Neilson, Mr.
Prebyn, R.A.M.C., Major
Proving, A. E.
Rens, Consul de
Scarlborough, Mr.
Sinclair, A.
Skott, Mr.
Smith, A. Findlay
Stacpole, Lt.-Col.
Sutherland, Mr.
Thiemann, Mr. and Mrs.
Thornhill, Rev.
Topp, I. R
Vooght, Capt.
Watts, Mrs. and Mrs. E.
Warning, Capt.
Wheston, W.
White, Mr. and Mrs.
Wrigley, Lt. Col. & Mrs.

ASTOR HOUSE.

Abraham, E. S.
Barry, H.
Berger, J.
Benito, S.
Bernie, I.
Boulic, M.
Bowers, Mr. & Mrs. J. N.
Cambeau, Mr.
Catalano, F. de
Coates, R. A.
Compere, Mr. & Mrs. Geo.
d'Almeida, F.
Davies, W.
D'Ettienne, Mr.
Denison, R. M.
Derker, J.
Drevfuss A.
Elwood, W.
Fere, H.
Gomez, A. I. M. de
Goussard, R.
Gunnell, D. G.
Hamilton, I. G.
Hazenas, Mr. and Mrs. B. de
Herrera, L. C.
Herrer, J.
Holt, H. O.
House, A. A.
Hughes, Miss E.
Israel, B.
Jagor, F.
Knox, J. T.
Kruyssel, E.
Lowles, Mr. and Mrs.
Lorrie, F.
MacRobie, F.
Martin, M.
Matermati, L.
Michel, Miss M.
Ming, L. W.
Myers, J. W.
Nagaki, I.
Portalier, A.
Rivera, G.
Royle, F.
Rubenstein, Mr. and Mrs. and family
Sanguirico, Dr. C.
Sisk, J. W.
Teenwissen, O.
Tencker, L.
Vial, Ida
Wermott, F. M.
Yeager, J. F.

CRAIGIEBURN.

Caldwell, Mr. and Mrs. G. A.
Chinchen, S. J.
Claxton, A. A.
Drought, R.N., and Mr. A. E.
Grant-Smith, E.
Hancock, Lieut. & Mrs.
Jones, Dr. and Mrs. Evan
Kydd, Mr. & Mrs. T. W.
Knott, Mrs.
Lerrige, Mr. and Mrs. George
Lieut. Poulsen, H. R.
Slowe, M.
Smith, Crowther
Sutton, Mr. & Mrs. F.
Wilson, G. L.
Wood, E. M.

Steamers Expected.

Vessel.	From	Agent.	Due
Oceano	Manila	D. & Co., Ld	May 28
P. Sigismund	Sydney	M. & Co...	May 29
Bingo Maru	Moji	N. Y. K.	May 29
Lightning	Singapore	D. S. & Co	May 30
Chiyo Maru	San F'cisco	P. M. Co...	May 31
Fitzpatrick	Tacoma	O. S. K...	May 31
Yorck	San F'cisco	M. & Co..	June 1
Asia	San F'cisco	P. M. Co	June 7
Tacoma Maru	Tacoma	O. S. K...	June 8
Mongolia	San F'cisco	P. M. Co...	June 24

CHINA COAST METEOROLOGICAL REGISTER.

May 25th, 1910, a.m.

			Bar.	Th.	Hu.	Wind		Wr.
Vladivostock	7	a.m.	29.80	51	96	—	0	f
Namuro	5	a.m.	30.01	—	—	SSW	2	—
Hakodate		"	30.01	—	—	NW	1	—
Tokio		"	30.08	—	—	NNW	1	—
Kochi		"	30.03	—	—	SW	1	—
Nagasaki		"	30.01	—	—	—	0	—
Kagoshima		"	30.04	—	—	—	0	—
Oshima		"	30.01	—	—	S	1	—
Naha		"	29.95	—	—	NNE	1	—
Ishigakijima		"	29.88	—	—	NE	3	—
Bonin Is.		"	29.97	—	—	N	1	—
Chefoo		"	—	—	—	—	—	—
Weihaiwei	9	a.m.	29.92	71	—	E	1	b
Hankow	6	a.m.	—	—	—	—	—	—
Kiukiang		"	—	—	—	—	—	—
Shanghai	9	a.m.	29.92	68	79	SE	2	o
Gutslaff		"	29.92	67	93	SE	4	om
Sharp Peak		"	29.87	69	85	NNW	3	or
Amoy	6	a.m.	29.81	73	73	—	0	b
Swatow		"	—	—	—	—	—	—
Taihoku	5	a.m.	29.80	—	—	E	4	—
Taichu		"	29.76	—	—	—	0	—
Tainan		"	29.76	—	—	N	4	—
Kothun		"	29.76	—	—	NE	6	—
Pescadores		"	29.77	—	—	N	8	—
Canton	9	a.m.	—	—	—	—	—	—
Hongkong	10	a.m.	29.85	81	64	ESE	1	o
Victoria Peak		"	—	—	—	E	1	—
Gap Rock		"	29.83	—	—	ENE	3	—
Macao		"	29.91	78	—	SE	1	o
Wuchow	9	a.m.	—	—	—	—	—	—
Hoihow		"	—	—	—	—	—	—
Pakhoi		"	—	—	—	—	—	—
Phulien	9	a.m.	29.86	55	—	NE	3	or
Touraue		"	29.84	79	—	—	0	c
C. St. James		"	29.89	81	—	SW	2	c
Aparri		a.m.	—	—	—	—	—	—
Manila	10	a.m.	29.84	79	92	ESE	1	o
Legaspi	5	a.m.	—	—	—	—	—	—
Bacolod	7	a.m.	—	—	—	S	3	o
Iloilo		"	29.91	83	—	—	0	b
Cebu		"	29.87	86	—	S	1	b
Labuan		"	29.90	80	—	—	—	—

May 26th, 1910, a.m.

Vladivostock	7	a.m.	29.79	47	96	—	0	f
Namuro	5	a.m.	29.95	—	—	SW	1	—
Hakodate		"	29.95	—	—	NW	1	—
Tokio		"	30.01	—	—	NW	1	—
Kochi		"	29.99	—	—	SW	1	—
Nagasaki		"	30.01	—	—	—	0	—
Kagoshima		"	30.02	—	—	—	0	—
Oshima		"	29.99	—	—	—	0	—
Naha		"	29.93	—	—	E	1	—
Ishigakijima		"	29.84	—	—	E	1	—
Bonin Is.		"	29.95	—	—	—	0	—
Chefoo	6	a.m.	—	—	—	—	—	—
Weihaiwei	9	a.m.	29.88	80	—	W	1	b
Hankow	6	a.m.	—	—	—	—	—	—
Kiukiang		"	—	—	—	—	—	—
Shanghai	9	a.m.	29.92	68	79	SE	2	o
Gutslaff		"	29.92	67	93	SE	4	om
Sharp Peak		"	29.87	69	85	NNW	3	or
Amoy	6	a.m.	29.81	73	73	—	0	b
Swatow		"	—	—	—	—	—	—
Taihoku	5	a.m.	29.80	—	—	E	4	—
Taichu		"	29.76	—	—	—	0	—
Tainan		"	29.76	—	—	N	4	—
Kothun		"	29.76	—	—	NE	6	—
Pescadores		"	29.77	—	—	N	8	—
Canton	9	a.m.	—	—	—	—	—	—
Hongkong	10	a.m.	29.85	81	64	ESE	1	o
Victoria Peak		"	—	—	—	E	1	—
Gap Rock		"	29.83	—	—	ENE	3	—
Macao		"	29.91	78	—	SE	1	o
Wuchow	9	a.m.	—	—	—	—	—	—
Hoihow		"	—	—	—	—	—	—
Pakhoi		"	—	—	—	—	—	—
Phulien	9	a.m.	29.86	55	—	NE	3	or
Touraue		"	29.84	79	—	—	0	c
C. St. James		"	29.89	81	—	SW	2	c
Aparri		a.m.	—	—	—	—	—	—
Manila	10	a.m.	29.84	79	92	S	2	d
Legaspi	5	a.m.	—	—	—	—	—	—
Bacolod	7	a.m.	—	—	—	S	2	o
Iloilo		"	29.91	80	—	—	0	b
Cebu		"	29.87	88	—	S	2	b
Labuan		"	29.88	82	—	—	—	—

Ships Passed The Canal.

18th April—*Benarty, Canton, Macedonia, Denbighshire, Dorffinger, Japan, Katuna, Ningchow, Arcadia.* 15th April—*Antenor, Atsuta Maru, Denbighshire, Indian, Kamo Maru, Laertes, Princess Alice, St. Patrick, Segovia, Socotra, Tourane, Vorwaerts, Welsh Prince.* 19th April—*Ceylon, Glenlochy, Stentor, Suevia.* 22nd April—*Parivus, Saxonia, Prism, Shimosa, Simla, Sunda, Thesens, Tonkin.* 26th April—*Benclauch, Benlomond, P. E. Friedrich, Kanagawa Maru.* 29th April—*Brisgavia, Hitachi Maru, Kleist, Mannon, Telemachus, Yarra.* 3rd May—*Aki Maru, Benlawers, Glaucus, Indrawadi, Pembrokeshire, Persia, Sambia.* 6th May—*Ping Suey, Malta, Manila, Nippon, Polynesien, Westphalia, Yang Tsze.* 10th May—*Benledi, Flintshire, Ghazee, Glenturret, Sikh, Yorck, Indrawelli.* 13th May—*Armand Behic, Mishima Maru, Miyosaki Maru, Prinz Ludwig, Hyson, Spesia.* 17th May—*Dardanus, Glenstrae, Liberia, Nile, Nippon, Arabia.* 24th May—*Benlarig, Calchas, Cardiganshire, Glamorganshire, Katsow, Kintuck, Oceanic, Palma, Pekin, Poona, Roon, Somali, Soya Maru, Teankai, Wray Castle.*

Arrivals at Home—18th April—*Norman Prince, Katuna.* 19th April—*Machaon, Polythemus, Seneca.* 22nd April—*Aldenoss, Yunnan, Atsuta Maru, Princess Alice.* 23rd April—*Macedonia.* 26th April—*Antenor, Carmarthenshire, Ningchow, Segovia, Vorwaerts.* 28th April—*Java.* 29th April—*Pathan, Stentor, Tonkin* 3rd May—*Indian, Kanagawa Maru, Thesens.* 6th May—*Hitachi Maru, Kleist, Ceylon.* 7th May—*Sunda.* 10th May—*St. Patrick, Saxonia.* 13th May—*Glaucus, Lyndhurst, Polynesien.* 24th May—*Benclauch, Benlomond, Miyosaki Maru, Nippon, Prinz Ludwig, St Patrick, Sambia, Spesia, Yang Tsze.*

HONGKONG TIDE TABLE.

From May 26th to 1st June, 1910.

Day of Week	Day of Month	HIGH WATER. Hongkong Mean Time.	Height	LOW WATER. Hongkong Mean Time.	Height
		h. m.	ft. in.	h. m.	ft. in.
Thur	26	m 9 44	7 9	m 3 25	3 8
				9 38 a	0 8
Fri.	27	m 0 24	3 9	m 4 18	3 4
		10 14 a	7 3	6 13 a	0 8
Sat.	28	m 1 22	3 7	m 5 40	3 3
		0 0 a	7 3	7 18 a	0 8
Sun.	29	No Inferior	high	nor low	water.
		m 30	7 0	8 2 a	1 0
Mon.	30	No Inferior	high	nor low	water.
		0

SHARE QUOTATIONS

Supplied by Messrs. E. S. KADOORIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT. RESERVE.	AT WORKING ACCOUNT	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	120,000	$125	$125	£1,500,000 $15,000,000 $250,000	$2,028,918	£2.5/- for half year ending 31.12.09 @ ex 1/9½=$15.11	4½ %	$940 b. and ss. London £91/-
National Bank of China, Limited	99,925	7	£6	£4,000 $3,000,000	$30,552	$2 (London 3/6) for 1903	...	$76 buyers
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	$250	$50	$1,560,000 $854,583 $302,791	none	$10 for 1908	6 %	177½
North China Insurance Company, Limited	10,000	15	£5	£125,000 Tls. 223,000 Tls. 335,253 Tls. 140,585	Tls. 207,573	Final of 7/6 making 15/- for 1908	5 %	Tls. 110
Union Insurance Society of Canton	12,400	$250	$100	$5,000,000 £1,000 £114,148 £105,249 $7,283,985	$287,984	Final of $20 per share, making in all $50 per share for 1908 and an interim dividend of $30 per share for 1909	6 %	$830 sellers
Yangtsze Insurance Association, Limited	12,000	$100	$60	$1,000,000 $294,405 $199,264	$707,637	$12 and bonus $3 for 1907	7 %	$230
FIRE I								
China Fire Insurance Company,	20,000	$100	$20	$1,000,000 $550 34 361 163	$438,406	$6 and bonus $2 for 1908	7 %	$114 buyers
Hongkong Fire Insurance Company, Limited	8,000	$250	$50	$1,460,000	$426,218	$27 for 1908	8 %	$347 buyers
SHIPPING.								
China and Manila Steamship Company, Limited	30,000	$25	$25	57,743	Dr. $3,777	$4% for 1906	...	$8 sellers
Douglas Steamship Company, Limited	20,000	$50	$50	$230,000 $100,089	nil.	2½ for year ending 30.6.1908	...	$33 sellers
Hongkong, Canton & Macao Steamboat Co., Ld.	80,000	$15	$15	$250,000 $317,500 $103,545 $19 106	$20,766	Final of $1½ for account 1910	8 %	29½ sales
Indo-China Steam Navigation Co., Ld. (Preferred)	60,000			£10,000				
Do. Do. (Deferred)	60,000	£5	£5	£40,000	£13,755	6/- for 1907 on Preference shares only @ 9x 1/9 11/16=$3. 154	...	$72
"Shell" Transport and Trading Company, Limited	2,000,000	£1	£1	£720,000	192,994	3rd in. of 2/- per sh. (coup No. 12) making in all 4/- for '08 & interim of 1/- for ac. '09	5 %	96/-
"Star" Ferry Company, Limited	10,000	$10	$10.	£100,000 $71,850		A dividend of 7 % A bonus of 5 % for year ending 30 6. 1910	4 % 3½ %	$74½ ex div. $14 ex div. ss
	10,000	$10	$5	$62,681	11,159			
REFINERIES.								
China Sugar Refining Company, Limited	20,000	$100	$100	$520,000 $83,620	Dr. $2,090	$10 per share for 1909	5½ %	$175 sellers
Luzon Sugar Refining Company, Limited	7,000	$100	$100		Dr. $15,893	$3 for 1897	...	$28 sellers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	100,000	Tls. 6 02	Tls. 10 for year ending 31.1.09	...	Tls. 950 sellers
MINING.								
Chinese Engineering and Mining Company, Ld.	1,000,000	£1	£1	£215,000 £84,390		Final of 1/6 making 3/- for 1909	9 %	Tls. 18
Headwaters Mining Company	60,000	Ps. 10	Ps. 10	none	£1,435	First year	...	Ps. 10 buyers
Raub Australian Gold Mining Company, Limited	150,000	£1	18/10		none			
	50,000	£1	£1	£4				
Oriental Consolidated Mining Co., Ltd	50,000	G $10	G $10	none	none	$½ per share 13th dividend Final of Gold $0.65 for 1909 in all G $1.15	5 %	18 sellers 35/-
DOCKS, WHARVES & GODOWNS.								
Fenwick (Geo.) & Co., Limited	18,000	$25	$25	$25,275	Dr. $8,460	$1.75 for year ending 31.1.10	...	$10
Hongkong & Kowloon Wharf and Godown Co., Ld.	60,000	$550	$50	$550,000 $3,993 $40,000	$264,847	$2½ for 1909	4½ %	$59 sellers
Hongkong and Whampoa Dock Company, Ld.	50,000	$50	$50	$88,442				
Shanghai Dock and Engineering Co., Ld.	55,700	Tls. 100	Tls. 100	22,000	1,327 5	Interim of $1½ for account 1909	...	$19 sellers
				0,000	Tls. 6 16	Interim of Tls. 2½ for 1910	6½ %	Tls. 78
Shanghai and Hongkew Wharf Company, Limited	36,000	Tls. 100	Tls. 100	657,257	9,222	Final of Tls. 4 for 1909	7 %	Tls. 122
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ld.	25,000	Tls. 100	Tls. 100	85,000	Tls. 4,314	Tls. 6 for year ending 31.12.09	5½ %	Tls. 102 sellers
Central Stores, Limited	50,123	$15	$15	21,000	$24,641	$1.20 on old and 60 cents on first new issue	...	$16 buyers
Hongkong Hotel Company, Limited	12,000	$50	$50			$2.60 on old shares and 1.30 on new shares for half year ending 31.12.09	2 %	$107½
Hongkong Land Investment and Agency Co., Ld.	8,000	$50	$25	$10,000	$1,277	Interim of 3½ for account 1909	6½ %	$83½
	50,000	$100	$100	$150,000	$27.9	45 cents for 1909	6 %	$102 sellers
Humphreys Estate & Finance Company, Limited	150,000	$10	$10	126,945	$5,471.	$2½ for 1909	8½ %	$8½ sales
Kowloon Land and Building Company, Limited	6,000	$50	$30	25,850				
				none	$21.9	Final of 6 % bonus Tls. 1 for 1909	6½ %	$30 sales
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	Tls. 1,15 5,045	Tls. 63,969	Final of $1.8. for account 1909	8½ %	Tls. 112
West Point Building Company, Limited	12,500	$50	$50	Tls. 30,000 none	1,956			$40 sellers
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ld.	20,000	Tls. 50	Tls. 5	3,000	10.991	Tls. 11 for year ending 31.12.09	8½ %	Tls. 130½ sellers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	$10	$1	10,098	9,553	50 cents for year ending 31.7.08	8 %	$6½ sellers
International Cotton Manufacturing Company, Ld.	10,000	Tls. 75	Tls. 75	5,000	Tls. 8,372	Tls. 7½ for year ending 30.9.09	12 %	Tls. 62
Laou-kung-mow Cotton Spinning & Weaving Co., Ld.	8,000	Tls. 100	Tls. 1		Tls. 4,829	Tls. 6 for 1909	7 %	Tls. 74
Sey Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 5 0	18,878	Tls 31,173	Tls. 25 for 1909	10 %	Tls. 250
MISCELLANEOUS.								
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	500	£648	15 % per share for 1903		$10 buyers
China-Borneo Company, Limited	60,000	$12	$12	0,000	Nil.	60 cents for 1909	6 %	$10½ sales
China Light and Power Company, Limited	50,000	$10	$10		$61,138	60 cents for year ended 28.2.06	...	$2 sellers
Do. Do. special shares	50,000	$1	$1			80 cents for 1909	9 %	$8½ b. $8¾ ss.
China Provident Loan & Mortgage Company, Ld.	125,000	$10	$1		2,602			
Dairy Farm Company, Limited	40,000	$7½	$6	$1 00 $ 00	$1,891	$1.20 for year ending 31.7.09	6½ %	$19
Green Island Cement Company, Limited	400 000	$10	$10	$13,000	$4,390	Final of 40 cents making in all 75 cents per share for 1909	10 %	$7½ sales
H. Price & Company, Limited	12000	$10	$10	$5,200	$670	80 cents for year ending 31.12.08	6½ %	$12
Hongkong Electric Company, Limited	60,000	$10	$1	none	$11,798	A dividend of $1.20 per share and a bonus of 10 cents	6 %	19½ buyers
Hongkong Ice Company, Limited	5,000	$25	$25	$150,000	$7,626	Final of $8 for 1909	6 %	$160 sellers
Hongkong Rope Manufacturing Company, Ld.	60.000	$10	$10	14 .000	$9,176	Final of $1 making in all $2 for 1910	9 %	$21½ sellers
Maatschappij tot Mijn-, Bosch- en Landbouwex ploitatie in Langkat, Limited	25,000	Gs. 100	Gs. 100	Tls. 54,500 Tls. 6,924	Tls. 326,682	4th interim of Tls. 12½ for 1909	5 %	Tls. 1,475
Peak Tramways Company, Limited	25,000	$10	$10	$10,000	$3,014	80 cents on fully paid shares and 8 cents on $1 paid shares for year ending 30.3.10	5½ %	$15 buyers
Peak Tramways Company (new)	50,000	$10	61			None	5 %	$1.60 buyers
Philippine Company, Limited	75,000	$10	$20	none	Ps. 18,640		...	$10 buyers
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	14,810 000	Tls. 5,250	Final Tls. 5 making Tls. 8 for 1908	2 %	Tls. 240 sellers
South China Morning Post, Limited	6,000	$25	$25	none	Dr. $31,096	None	...	$25 buyers
Steam Laundry Company, Limited	20,000	$25	$5	none	$63	40 cents for year ending 31.5.09	8 %	$5 buyers
Union Waterboat Company, Limited	50,000	$10	$10	$11,956	none	60 cents for year ending 31.12.08	8 %	$9 sellers
United Asbestos Oriental Agency, Limited	10,000	$10	$5	$46,000	$342	60 cents per ord. share for year ending 31.5.09	5 %	$1½ sellers
Watson (A.S.) & Co., Limited	90,000	$10	$1	$300,000 25,000	$2,613	Final of 30 cents for 1908	6½ %	$6½ buyers
William Powell, Limited	15,000	$7	$7	none	$782	Final of 30 cts. making 80 cts. for the year ended 30th June, 1906	...	$3 sellers
Societe des Pulpes et Papeteries du Tonkin	13,200 Benefit shares 1,200	10 Maiphong	25 Currency	none	none	First year	...	$35 sales

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